**SUBJECT :** Sole source purchase of Pierce PUC arrangement on rescue pumper truck.

**TO;** Gene Baietto , Purchasing

**FROM;** Gordon Paprocki , Fleet Superintendent

The purpose of this letter is to offer justification for the sole source purchase of the PUC arrangement from Prierce Manufacturing on the new rescue pumper truck for the Fire Department this year . The PUC arrangement is unique to Pierce apparatus , I have researched the market place and found no other manufacturer that currently offers this . In relation to the setup of the apparatus the PUC eliminates the pumphouse on the truck which speaks volumes to maximizing the storage space for tools and equipment also in making the truck itself more compact . Making the truck more compact makes it more maneuverable and less obtrusive in tight and congested situations . The PUC also incorporates the use of a rear engine power take off to drive the fire pump making the drive system more efficient and simpler to use from a operational point of view . Because this system uses a REPTO it eliminates the large heavy transfer case in the drive line which makes the engine and pump drive more efficient allowing us to reduce engine horsepower and ultimately save fuel , also by the removing the transfer case we reduce the weight of the truck which also allows us to downsize some of the other components such as the rear suspension and axle capacity which helps to reduce the cost of the vehicle as well as save fuel .

From a maintenance and repair view point by removing the pumphouse we now have full and unobstructed access to the fire pump , drive line and all of the pump panel components which goes a long way to ease the maintenance and repair of those systems . By eliminating the transfer case, which is a high maintenance item and reducing the complexity of the drive line maintenance and repair costs will be reduced as well over time . Having full access to the pump panel controls will reduce diagnostic and repair time quite dramatically also . And finally having the space available now with this configuration to put the pump control panel in an enclosed compartment will go a long way in improving the life cycle of the panel components by keeping them out of the road spray .

With this said , I highly recommend that it would be in the Department's and the City's best interests to proceed with the purchase of the PUC rescue pumper from Pierce Manufacturing as specified . If you should have any questions or concerns please do not hesitate to contact me . Thank you for your cooperation in this matter .

WEST ALLIS FIRE DEPT.

BUREAU OF OPERATIONS
GARY A. STREICHER
ASSISTANT CHIEF

CITY of WEST ALLIS
FIRE DEPARTMENT

July 1, 2009

TO: Gene Baietto

FROM: Gary Streicher

SUBJECT: Pierce PUC Fire Engine - Sole Source Purchase

**Ease of Operation over Standard Pumpers:**

Simplifying operations under extreme conditions means less opportunity for things to go wrong. Pierce designed the PUC style engine to make things easier and more intuitive while helping firefighters do their job better. Two-step technology reduces shift operations to two easy steps while removing the traditional grinding and uncertainty of putting a traditional mid-ship pump into gear. The park-to-neutral feature places the transmission into neutral automatically when the parking brake is set. The single-touch water-foam- suppression selection located on the dash has the system up and functional before the operator is out of the cab.

**Lighter Weight Pump**

The 1500 gpm pump weighs 30% less than most existing pumps on the market. With a laundry list of high-performance features and true pump and roll capabilities as standard, firefighters will be ready to perform, whatever the situation. Pierce stands behind it with a 6-year standard warranty. Pierce enclosed the pump operator's panel to keep it clean of grime, grit, and moisture. The overall reduction in weight will mean an engine with less horsepower will be needed as well as a lighter weight suspension, both reducing overall costs.

**Safety**

Pierce has designed the pump operator position to be next to hose connections instead of over them resulting in a safer working environment. Pierce also incorporated chest height crosslays, chest height ladder storage, ladder access to the hosebed, 8"-12" lower hosebeds, and stokes/backboard storage that can be reached from the ground.

**Compartment Space**

The city currently staffs only one ladder truck and it is more important than ever to carry more gear and more equipment. The PUC features 26" deep compartments and up to 500 cubic feet of storage space with covered raceways and recessed shelf tracks. The compartment space is the largest in the industry for the style of pumper.
The additional storage space will be needed to carry extrication equipment (Jaws-of-Life), which was previously carried on a ladder truck.

**Ease of Maintenance**

Apparatus should spend more time on the front line protecting the community and less time in the shop. The PUC is the answer for easier maintenance for the plumbing and valves. PUC's full-tilt access means no disassembly time to get to the problem - meaning you spend minutes – not hours or days – to rebuild a valve.

But, if down the line you need to rebuild the pump, maintenance personnel can just simply remove the intake wye and have complete "above the frame" access to the pump's wear ring, impeller and mechanical seal which will literally take days out of the rebuild process. And because of the pump position above the frame, there's no more lying on your back underneath the truck.

**Maneuverability**

With tight streets and alley's on the east end of town maneuverability is important. Normally when there's an addition there's a subtraction. That's not the case with the Pierce PUC. PUC's come with wheelbases as short as 172". To further improve maneuverability, a fold-up rear work platform was designed into the tailboard compartment that keeps the overall length to a minimum while improving the angle of departure. Combine that with the Pierce® TAK-4® Independent Front Suspension and 45° cramp angles, and we'll have an apparatus that makes handling and turning easier.

**Conclusion**

There are two very good reasons the fire department would like to purchase the PUC style pumper, which is unique to Pierce. The first has to do with ease of maintenance on the pump and the potential to reduce overall maintenance issues by the elimination of the transfer case. As budgets get tighter, reduction in maintenance costs are important to the fire department.

Secondly, the department is doing more with less. Due to the elimination of a ladder truck the department no longer operates a Jaws-of-Life unit on the west end of the city. The rescue style pumper along with the PUC configuration allows for maximum storage space. The additional storage space will allow the department to place a Jaws-of-Life on the engine, which will enable the department to respond to high speed accidents more quickly on the west end of the city.

I thank you for your consideration on this request for a sole purchase.

| Job # | Customer | Date Ordered | Contract Amount | Current Price | Chassis | Chassis Adj. | A/C | Front Inlet | Hyd.Tools | Ladder Rack | Body Length | Top Mt. | Rescue Body | Light Twr | Hatch | Price | West Allis |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20823 | Burlington | 2/24/2008 | $405,946 | $437,122 | Impel | $476,818 | $484,819 | $484,819 | $488,057 | $488,057 | $488,057 | $488,057 | $495,277 | $495,277 | $495,277 | $495,277 | $438,373 |
| 20909 | Brookfield, Town of | 3/19/2008 | $418,748 | $450,671 | Impel | $490,367 | $490,367 | $490,367 | $490,367 | $485,047 | $485,047 | $485,047 | $485,047 | $485,047 | $481,831 | $481,831 | $438,373 |
| 21199 | Oak Creek | 5/30/2008 | $504,050 | $540,948 | Quantum | $532,512 | $532,512 | $540,300 | $540,300 | $540,300 | $534,080 | $530,255 | $530,255 | $521,394 | $514,962 | $514,962 | $438,373 |
| 21898 | Sauk City | 11/29/2008 | $495,375 | $518,354 | Impel | $558,050 | $558,050 | $558,050 | $558,050 | $552,730 | $546,510 | $546,510 | $546,510 | $546,510 | $540,078 | $540,078 | $438,373 |
| 21901 | Grafton | 11/29/2008 | $467,938 | $489,476 | Impel | $529,172 | $529,172 | $536,960 | $540,198 | $540,198 | $533,978 | $530,153 | $530,153 | $516,361 | $509,929 | $509,929 | $438,373 |
| 21916 | Cedarburg | 11/30/2008 | $566,998 | $591,507 | Quantum | $583,071 | $583,071 | $583,071 | $586,309 | $580,989 | $580,989 | $580,989 | $588,209 | $588,209 | $584,993 | $584,993 | $438,373 |
| 21947 | Hustisford | 12/5/2008 | $455,164 | $476,318 | Impel | $516,014 | $516,014 | $516,014 | $519,252 | $513,932 | $507,712 | $507,712 | $507,712 | $493,920 | $493,920 | $493,920 | $438,373 |
|  | West Allis |  |  |  | Velocity |  | Yes | Yes | Yes | No | Medium | No | Yes | No | No |  |  |
|  | West Allis |  | $438,373 | $438,373 | Velocity | $438,373 | $438,373 | $438,373 | $438,373 | $438,373 | $438,373 | $438,373 | $438,373 | $438,373 | $438,373 | **$438,373** | **$438,373** |

| | | |
|---|---|---|
| Average | **$517,284** | **$438,373** |
| High and low price removed and averaged | **$508,144** | **$438,373** |

| | | |
|---|---|---|
| West Allis Price Breakdown | Price of Vehicle | **$490,876** |
| | Preferred Cust. Discount | **-$45,000** |
| | Chassis Prepayment Discount | **-$7,503** |
| | Final Vehicle Price | **$438,373** |
| | Less Advance Payment Discount | **-$10,930** |
| | Total Contract Amount | **$427,443** |