



STATE OF TENNESSEE
DEPARTMENT OF GENERAL SERVICES

**ITB EVENT # 32101-13690
AMENDMENT # 01
FOR TEMA INCIDENT MANAGEMENT UNIT**

DATE: August 22, 2025

ITB # 32101-13690 IS AMENDED AS FOLLOWS:

1. State responses to questions and comments in the table below amend and clarify this ITB.

Any restatement of ITB text in the Question/Comment column shall NOT be construed as a change in the actual wording of the ITB document.

ITB SECTION	PAGE #	QUESTION / COMMENT	STATE RESPONSE
		1 Vehicle Length Clarification: The specifications call for a 45-foot vehicle. Could you confirm whether this refers to the total vehicle length (bumper-to-bumper) or solely to the shelter body? We ask this to ensure compliance with Tennessee DOT legal length limits, as a 45-foot shelter body may require special transport exemption.	Please refer to the revised specifications section H.1.a. The Contractor shall ensure the overall shelter portion of the body is a minimum of 33 feet in length while bumper-to-bumper length does not exceed 45 feet long.
		2 Progress Payment – Chassis Procurement Inquiry: We're hoping to explore the possibility of a partial progress payment related solely to the chassis acquisition. The chassis represents a significant portion of the overall project cost and must be procured early in the production timeline to ensure an on-schedule build. We understand that state contracts typically require invoicing to be tied to tangible deliverables. With that in	The State will only pay for a finished and delivered product. Per the Terms & Conditions section 6.4., the Contractor shall invoice the State only for goods delivered and accepted by the State or services satisfactorily provided at the amounts stipulated in this Contract. Contractor shall submit invoices and necessary supporting documentation to the State Agency that requested goods or services no later than thirty (30) days after goods or services have been provided.

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		<p>mind, we respectfully request consideration for a progress payment once the chassis has been delivered to and received at our facility. At that stage, the State would be supporting a clearly defined, tangible asset that is physically onsite and documented. As a small business, this approach would help us manage early-stage project cash flow while still ensuring that the State is only invoiced once a verified deliverable is in hand. We remain fully committed to the success of this project and hope that a small adjustment like this — tied to a major milestone — can be accommodated.</p>	
		<p>3 Alternate or Equivalent Build Methodology: We'd like to clarify whether vendors are permitted to propose alternate or equivalent products or materials, particularly as it pertains to build methodology. Each vendor in the specialty vehicle market brings a distinct approach to structural fabrication, integration, and components. Would it be acceptable to propose our own build methodology — including structural framing, electrical integration, and cabinet systems — provided it meets or exceeds the performance and functional specifications outlined in the solicitation and does not alter the</p>	<p>Alternative build methodology will be considered except for the following items:</p> <ul style="list-style-type: none"> • L9 Cummins Engine; • Allison 6th generation, Model EVS 3000P, electronic torque converting automatic transmission; • Onan/Cummins 25KW 120/240VAC 60 Hz water-cooled diesel-powered generator; • Motorola APX8500 Mobile Radio; • Blue Sea System Model 5032 12 circuit total fuse block; • HAAS Alert Model HA7 Responder-to-Vehicle collision avoidance system; • Whelen brand emergency lighting and speaker equipment, • DesignJet printer; and • Kussmaul, Model 091-55-20-120 shore inlet. <p>Supporting documentation and justification should be submitted with</p>

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		intended scope of work or use-case? If so, should supporting documentation and written justification be included as part of the bid submission?	response to determine whether methodology is equal or greater.
		4 Layout Drawing Request: Would the State be willing to provide a layout or floorplan example for the vehicle, if available? This would help ensure our design and integration plan closely aligns with TEMA's operational needs.	The State does not have any drawings or diagrams to provide to respondents.
		5 Is there a preference for small businesses?	The State has no preference for small businesses. Pursuant to section 2.1 of the Terms and Conditions, this ITB is awarded to the respondent whose response meets the requirements and criteria set forth in this ITB at the lowest cost.
		6 Does the end user have an OEM chassis preference?	The State has no preference on the OEM chassis as long as the chassis has adequate strength and capacity to sustain the intended load and to deliver the intended services.
		7 Will the end user accept flat floor slide outs?	The State has no preference for the style of floor slide outs if specifications are met.
		8 Are we able to offer equivalent items for some of the name brands?	The specifications state that equivalent items may be accepted for brand named items except for: <ul style="list-style-type: none"> • L9 Cummins Engine; • Allison 6th generation, Model EVS 3000P, electronic torque converting automatic transmission; • Onan/Cummins 25KW 120/240VAC 60 Hz water-cooled diesel-powered generator; • Motorola APX8500 Mobile Radio; • Blue Sea System Model 5032 12 circuit total fuse block;

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			<ul style="list-style-type: none"> • HAAS Alert Model HA7 Responder-to-Vehicle collision avoidance system; • Whelen brand emergency lighting and speaker equipment, • DesignJet printer; and • Kussmaul, Model 091-55-20-120 shore inlet. <p>These items shall be purchased and integrated by the respondent.</p>
		9 Is the single source manufacturer negotiable? We typically purchase the chassis and then have a body manufactured and then convert the body. This is a preference that leans toward a specific manufacturer.	No, the single source manufacturer aspect is not negotiable. The awarded respondent is responsible for supplying a finished vehicle that meets all specifications and is invoiced as a single item. The chassis, engine, transmission and brand identified items can be purchased, but all system integration should be performed by the respondent.
		10 What specific chassis, make and model of truck?	The State has no preference on the chassis, make, or model of the truck as long as all specifications are met.
		11 Is the vehicle intended to be CDL required?	Yes, the vehicle can be required to be operated by a CDL, but this is not necessary.
		12 What's the required GVWR?	As CDL can be required, GVWR should fall in line with the required specifications.
		13 What's the body length intended?	<p>Please refer to the revised specifications section H.1.a.</p> <p>The Contractor shall ensure the overall shelter portion of the body is a minimum of 33 feet in length while bumper-to-bumper length does not exceed 45 feet long.</p>
		14 Is 45' the total length including the chassis?	<p>Please refer to the revised specifications section H.1.a.</p> <p>The Contractor shall ensure the overall shelter portion of the body is a minimum of 33 feet in length while bumper-to-bumper length does not exceed 45 feet long.</p>
		15 Is there a crawl or walk-through from the chassis to body required?	<p>Please refer to revised specifications D8. d.</p> <p>The Contractor shall ensure the vehicle does not have a crawl-through</p>

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			or walk-through from the body to the cab.
		16 Do you have a preliminary drawing you could share?	The State does not have any drawings or diagrams to provide to respondents.
		17 Is there a set budget that can be shared?	No.
		18 Can you provide the specifications for the CFE items?	Please refer to revised specifications section J6. The State does not have a preference for the details of the workstations, so long as they are functional and supportive of the intended use of the Unit.
		19 Do they currently have a unit that they could share photos of?	The State does not currently possess a comparable unit.
		20 Is this the solicitation which resulted from the RFI 34101-25001: Incident Management System? Are these related to each other?	No. RFI 34101-2500 is a separate event for the State of TN and has no relation to event 32101-13690.

2. **Event Amendment Effective Date.** The revisions set forth herein shall be effective upon release. All other terms and conditions of this ITB not expressly amended herein shall remain in full force and effect.