

Summary Sheet

Council Report

Advisory Cabinet/Commissioners' Decision Making Meeting – 15th February 2015

For Commissioner decision by Commissioner Ney

Advisory Cabinet Member for Waste, Roads and Community Safety – Cllr. K. Sims

Advisory Cabinet Member for Jobs and the Local Economy – Cllr D. Lelliott

Advisory Cabinet Member for Corporate Services and Budgeting – Cllr. S. Alam

Title

Procurement of Waste Collection Vehicles

Is this a Key Decision and has it been included on the Forward Plan?

Yes

Strategic Director Approving Submission of the Report

Caroline Bruce – Interim Strategic Director, Environment and Development Services

Report Author(s)

David Burton, Assistant Director (Streetpride)

Peter Hatfield, Corporate Transport Manager

Adrian Gabriel, Waste Manager

Ward(s) Affected

All

Summary

The current fleet of Waste Collection Vehicles was procured in March 2010 from our maintenance provider Translinc on a five year Vehicle and Maintenance Contract ('the principal contract'). This primary lease expired at the end of March 2015. Provision is made within the 'principal contract' for secondary leases by agreement, the vehicles have been extended under this provision until the new fleet of vehicles is procured.

Recommendations

Commissioner Ney is asked to approve that:

- 1.1 The contract for the supply of 16 no. replacement refuse collection vehicles is awarded to Dennis Eagle Ltd.**
- 1.2 The procurement of the vehicles is progressed through an Operating Lease arrangement with Siemens Financial Services Ltd. for an initial term of five years.**
- 1.3 The Strategic Director of Regeneration and Environment be given delegated authority to approve the acquisition of up to 4 No. refuse vehicles within a two year period under the terms of the framework agreement to meet the service requirements of the Council**

List of Appendices Included

Part 1 – Appendices in Public Report
Specification for Refuse Collection Vehicles

Part 2 – Appendices in Restricted Report

Tender Evaluation Score Sheets

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

No

Council Approval Required

No

Exempt from the Press and Public

Yes. Part 2 of this report is exempt under paragraph 3 of Part I of Schedule 12A Information relating to the financial or business affairs of any particular person (including the Council).

Title: Procurement of Waste Collection Vehicles

1.Recommendations

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- 1.2 The procurement of the vehicles is progressed through an Operating Lease arrangement with Siemens Financial Services Ltd. for an initial term of five years.
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2. Background

- 2.1 The Council has a number of duties under the Environmental Protection Act (1990):
 - to arrange for the collection of Household Waste,
 - to make arrangements for collection of non-household waste i.e. commercial waste; and
 - to arrange for the disposal of controlled waste
- 2.2 There is a further duty under the Waste (England and Wales) Regulations 2011 (Amended 2012) to provide a separate collection of Paper, Metal, Glass and Plastic if it is Technically, Environmentally, Economically and Practically possible (TEEP).
- 2.3 The collection of (domestic) waste is a statutory duty for the Council and has a significant impact onto its 3rd priority: ***A strong community in a clean, safe environment***; underpinning this is a commitment to ensure that ***Waste is collected effectively and the proportion recycled is increased***. The Council's Improvement Plan includes a work stream around ***"Examination of efficiency and effectiveness of environmental services – refuse collection, waste, grounds maintenance, and drainage"***; the procurement of a replacement fleet of refuse collection vehicles is an integral part of this.

3. Key issues

- 3.1 The refuse collection service is provided "in-house" by the Council, comprising several elements:

- Domestic (residual waste) - black bin;
- Recyclables – blue box (glass, cans and textiles) and blue bag (paper and card);
- Commercial waste – wheeled bins in the range 240 litres to 1280 litres;
- Clinical waste
- Bulky items

- 3.2 The current fleet of refuse collection vehicles was procured in March 2010 from the Council's (contracted) fleet provider Translinc; on an initial 5-year basis, with the option to extend through secondary leases on reduced terms. The contract covered both the supply and maintenance of the vehicles, and they were delivered over the period April – August 2010.
- 3.3 The refuse collection service affects every residential property within the Borough; nearly 120,000 premises. It is one of the most important services provided by the Council and therefore the quality of the service delivered can have a significant impact upon its reputation.
- 3.4 In order to meet customer expectations in terms of a high quality, reliable service, it is essential the Council operates a modern, reliable and well maintained fleet of waste collection vehicles.
- 3.5 Refuse collection vehicles are amongst the most complex pieces of equipment that the Council operates; as a result they take up about 60% - 70% of the workload for the vehicle maintenance provider even though the number of vehicles is only about 15% of the fleet.
- 3.6 As well as supplying the current vehicles, Translinc also rented the workshop facilities from the Council under a separate lease which expired at the end of October 2015. The new vehicle maintenance contract was aligned to the expiry of the workshop lease which, in turn, meant that it was practical to extend the leases on the vehicles until at least that date.
- 3.7 In 2012/13 Financial Services reviewed the contract prices paid for the supply and maintenance of the fleet; the analysis of costs concluded that the Council should issue separate contracts for supply and for maintenance because:
- The Council could obtain borrowing at a cheaper rate than the supply chain.
 - Subsequently, interest rates have reduced further, and this is reflected in costs of leasing arrangements available to the Council.
 - There was some element of cross subsidisation of maintenance costs from procurement costs. The nature of the legal structure of the contract therefore made it difficult to ascertain the actual cost of

maintenance, and the Council could not be assured that it was getting best value from the contract.

- Paragraph 3.8 demonstrates that for every procurement on fleet the Council now seeks the most economically advantageous tender arrangements to ensure value for money.

3.8 Advice was taken from the leasing arm of the Council's Treasury Management Advisors, Capita, and it was concluded that it would be beneficial to separate procurement from maintenance for any new vehicle procurements. As a result a new "maintenance only" contract was tendered in 2015, and awarded to Essential Fleet Services in September 2015. Under this arrangement the fleet will be maintained by EFS, no matter who supplies the vehicles and whether they are bought in or leased by the Council

3.9 A vehicle procurement assessment model was developed with Capita to ensure that the optimal (financing) decision was made on a case by case basis i.e. Finance lease –vs- operating lease –vs- outright purchase –vs- contract hire. This approach was considered by the Officer Capital Strategy and Asset Review Team (CSART) in August 2014 that gave delegated authority for the Director of Streetpride and the Director of Audit and Asset Management to agree and approve the most economically advantageous route of financing vehicle procurement, in consultation with Finance.

3.10 The distinction between a finance lease and an operating lease is determined by where the risk sits. A finance lease is where substantially all the risks and rewards of ownership sit with the lessee; the organisation leasing the asset. Any other lease is determined to be an operating lease. The distinction is important as it determines the accounting treatment of the lease arrangement. All costs in respect of an operating lease are charged direct to the revenue account.

3.11 The report seeks approval to purchase up to 20 Refuse Collection Vehicles from the preferred supplier following completion of an EU compliant procurement process.

The decision to replace the fleet

3.12 Consideration was given by officers in Waste Management and the Corporate Transport Unit to the timing of the replacement of the vehicle fleet, and the views of the current provider were also taken into account. Ultimately the provider, as owner of the vehicles, has the final decision on whether to continue to offer the current fleet for hire.

3.13 The refuse vehicle fleet is now approaching 6 years old; while this is within the life expectancy of the vehicles they are approaching the point when maintenance costs will be expected to rise, and when reliability will become more problematic.

3.14 As refuse collection is one of the key services that the Council provides, and one which is delivered on a set daily schedule it is imperative that sufficient vehicles are available to meet customer expectations. As the vehicles age and are more liable to breakdown, the service has increased risk that there will be a shortage of vehicles to complete the scheduled rounds.

3.15 In a Peer Review health Check of the waste service vehicle reliability was identified as an issue which the service needed to address; the replacement of the fleet has been included in the improvement plan for the service.

3.16 At this time, the proposal is to replace only the vehicles for domestic (residual) waste and commercial waste – wheeled bins in the range 240 litres to 1280 litres. The current fleet for these parts of the service comprises 14 vehicles (including spares). The required fleet to support these parts of the service in the future is:

- Domestic Waste – 12 front line vehicles will be required as a consequence of reverting from 4 axle to three axle vehicles.
- Commercial Waste – 2 front line vehicles will be required to service the current contracts
- Spares – 2 vehicles required. Under the terms of the new fleet maintenance contract it is a requirement of the Council to supply spare vehicles.
- Other Vehicles – Under the procurement exercise it was determined to provide the Council with some flexibility in terms of fleet procurement. The Council has an option to call off up to 4 further vehicles under the terms of this procurement over a two year period. It is important to note the Council is not committed to accepting these vehicles.
- It is considered flexibility is required to support future growth in domestic premises within the Borough and to support a fundamental review of commercial waste in terms of growing the service and delivering increased income for the Council.

3.17 The replacement of the vehicles for collection of recyclables (blue box - glass, cans and textiles and blue bag - paper and card) is not included in this procurement as there is an ongoing review of the way in which these

materials are collected, and this may depend on arrangements for the disposal of this waste; the current disposal contracts expire in 2017.

- 3.18 For Green Waste vehicles, consideration is being given to an alternative type of vehicle to the conventional RCVs which are specifically suited to the collection of green waste. Prices for this alternative specification are being sought so that a cost comparison can be made.
- 3.19 The vehicles used for collection for domestic (residual) waste are of a 4-axle, 32 tonne configuration. Operational experience of these vehicles has shown that, with age, they are becoming less able to meet the performance expected of them especially in terms of payload achieved, and fuel consumption.
- 3.20 Since the current fleet was procured in 2010, the disposal arrangements have changed. In mid-2015 the new waste treatment plant at Manvers opened and this all but eliminated the need to take residual and trade waste to landfill. This meant that vehicles with a single drive axle could be used instead of those with twin drive axles which comprised most of the residual/trade fleet. The opening of the plant has prompted a re-schedule of the collection rounds to achieve a better balanced workload across the week and this in turn has provided a further catalyst to review the fleet configuration to ensure that it meets present and future needs.
- 3.21 Vehicle technology has also moved on over the lifetime of the current fleet; EU legislation has introduced the requirement for (low emission) Euro 6 engines, engine management and control systems are improved and the payloads that can be achieved have increased.
- 3.22 Taking all of these points together, it was concluded that the fleet needed to be replaced as soon as possible, and the procurement process commenced in spring 2015.

Vehicle specification

- 3.23 Waste Management and the Corporate Transport Unit (CTU) produced initial (draft) specification. This was then refined on the basis of a series of demonstrators supplied by the different manufacturers. Four suppliers provided vehicles for assessment: **Dennis Eagle**, **Geesink Norba**, **Faun Zoeller** and **CP Davidson (Semat)**. Consideration was given to optional equipment at this time such as CCTV cameras, cycle-aware system etc.
- 3.24 The final specification sought three priced options:

- 26 tonne 3-axle vehicle with low entry cab, rear steer and one drive axle (6x2), fitted with a single compartment body and twin bin lift (for domestic waste);
- As above, but with a higher manoeuvrability configuration, this may be achieved through a narrower or shorter body;
- 26 tonne 3-axle vehicle with low entry cab, rear steer and one drive axle (6x2), fitted with a single compartment body and single bin lift (for trade waste).

The detailed specification is shown as Appendix 1, attached to this report.

The procurement process

- 3.29 Because of the value of the procurement, the Council had the option of going through the standard OJEU process or to use a (EU compliant) framework.
- 3.30 The tender process was conducted by accessing a fully compliant OJEU framework through The Procurement Partnership Ltd (TPPL). TPPL has been established since 2004 and is one of the leading UK public sector vehicle procurement organisations. TPPL provides access to a number of comprehensive framework agreements to over 600 public sector members including local authorities, housing associations, Fire authorities, Universities, Schools and Leisure trusts.
- 3.31 TPPL provided advice on the final specification drafted by the Council to ensure it was fully compliant in terms the procurement process and could be supplied to prospective suppliers through a framework agreement
- 3.32 The process was carried out through a call for further competition on the 14th September 2015 through the TPPL framework reference F (Bath & North East Somerset HGV and specialist vehicles).
- 3.33 The returned Invitations to tender (ITT) were opened by TPPL Ltd on 12th October 2015 and documentation was provided to RMBC for evaluation on 14th October 2015. Four companies submitted a tender by the deadline for submissions on 12th October 2015, these were:
- Dennis Eagle
 - Faun Zoeller
 - Geesink Norba
 - C.P. Davidson Ltd
- 3.33 The scoring evaluation was undertaken by an RMBC team comprising officers from the Waste Management and the Corporate Transport Unit; the final assessment being quality assured by TPPL Ltd. The tenders were evaluated on a 60% quality and 40% price basis the; this is set out in

the framework agreement. Price is scored at 40% to enable all bidders to be properly considered, on specialist vehicles, the cheapest is not always the most suitable or reliable. The 60% Quality score is made up of the following factors:

- Delivery and capacity 5%
- Warranty duration 15%, this applies to all relevant warranties on chassis, body and bin lifts
- Vehicle characteristics 25%, this is adherence to the specification required
- After sales and account management 15%, based on the information given in each bid.

3.34 The tender sought quotes based on 16 vehicles (12 domestic, 2 trade and 2 spares) with the option to draw down up to a further 4 at the same price within 2 years to accommodate future growth in the number of domestic properties and/or in the volume of trade waste collected.

3.35 The weighted scores for the tenders are shown in the restricted section of the report:

3.36 The tendered prices for each specification are shown in the restricted section of the report.

3.37 Based on quality and price, the supplier with the highest score was Supplier One (Dennis Eagle Limited).

3.38 The evaluation of the optimal financial arrangements was carried out by the Council's Treasury Management Advisors, Capita. This concluded that an operating lease of the vehicles would provide the best value for the Council.

4. Options considered and recommended proposal

4.1 Three options for providing the fleet of RCVs were considered:

- Procurement of new vehicles – the preferred option. This provides efficient vehicles equipped with the latest technology; reliability would be at its highest level, and costs will be known at the outset.
- Extending the leases on the existing fleet – this is not considered a viable option as the vehicles are reaching the end of their expected life so that mechanical failure will be an increasing risk. There is no certainty regarding how long these vehicles will continue to be offered by the provider as maintenance costs
- Contract hire – generally a higher cost option with the average hire rate being about £800 - £850/week for a long term agreement; this is

well in excess of the cost of procuring and maintaining the Council's own fleet.

- 4.2 Future options for provision of the service, whether through out-sourcing or under a shared service agreement would not be compromised by procuring new vehicles, as these could be novated to any new service provider.
- 4.3 Financing options for the procurement are modelled by the Council's Treasury Management Advisors, Capita including:
- Operating lease;
 - Finance lease;
 - Contract hire;
 - Direct purchase.

Capita's modelling concludes that the most advantageous terms for the Council can be achieved through an Operational Lease.

5. Consultation

- 5.1 Discussions were held between vehicle manufacturers, the Corporate Transport Unit and the Council's waste operations to determine:
- The range of vehicles available, their specifications and performance data;
 - Information on warranties;
 - References from other Councils with respect to the performance of their products;
 - The arrangement of vehicle demonstrations.
- 5.2 An assessment of vehicle performance was undertaken with input from front-line, operational staff following vehicle demonstrations; this fed into the full vehicle specifications used for tendering.
- 5.3 In order to seek an independent assessment of the Council's preferred options in terms of procuring specific vehicles discussions have taken place with members of YORLINCS - Yorkshire and Lincolnshire Transport Manager Group. Users of vehicles from the preferred supplier stated that "vehicles (to a very similar specification) had proven to be reliable in service, with good after sales support to resolve any vehicle specific problems"
- 5.4 Essential Fleet Services (the maintenance provider) provided a view on any known maintenance issues with different vehicle configurations, whether any specific issues had been identified or any problems that had arisen, and whether there have been any serious failures to vehicles and to confirm that all the warranties and back up service promised by vehicle manufacturers has been delivered. EFS' experience of 4-axle configuration was that they were more expensive to maintain, had increased reliability issues compared to 3-axle vehicles; their comments

are included in the rationale for the vehicle specification shown as appendix 1.

5.5 Advice was sought from TPPL regarding compliance with EU procurement regulations.

6. Timetable and Accountability for Implementing this Decision

6.1 The procurement exercise was for 16 vehicles (option to increase to 20 within the procurement regulations). This establishes a framework against which we can draw down the vehicles. It is proposed that it would be advantageous to do so in batches, for the following reasons:

- This enables us to spread the annual main service and (plating) test across the year; annual services can take up to a week to inspect, prepare for test including repairs (as necessary). The current fleet was delivered over a short period of time, which means that vehicle availability could be compromised during the period when most of the vehicles were scheduled to be off the road.
- The new vehicles will be the first ones that we will have procured which are fitted with 'Euro 6' engines. While it is not expected that there will be any issues with them, the maintenance regime is different therefore it is sensible to stagger the introduction of the new vehicles to enable the workshop staff to become familiar with the new engine specifications.
- The preferred vehicle supplier (as part of the tender process) is providing factory training for workshop technicians. This will be conducted at the factory not at Hellaby Workshops. By staggering the supply of vehicles the technician training can also be staggered to enable the workshops to cover fleet maintenance and repairs whilst gaining full familiarisation of the new vehicles.
- Training is also being provided by the supplier to the vehicle crews, again by staggering the vehicle supply this will enable crews to become proficient with the new vehicles over a shorter period of time as the vehicle trainer will be more frequently on site.
- Experience has shown that there are often 'teething problems' with what are complicated pieces of equipment, irrespective of the supplier. By taking vehicles in batches, it means that we are again less likely to have a critical number of vehicles off the road if the set-up is not absolutely correct when it leaves the factory, for example packing pressures may need to be changed depending on the nature and composition of waste.
- In the unlikely event that we find that the vehicles are not up to expectations within the first batch or are suffering recurring problems that need factory modifications; we have the right to postpone (or even cancel) the delivery of future vehicles until we are assured that the vehicles are fit for purpose. The Council's experience of dealing with

the preferred supplier is that they have been very proactive in resolving issues with individual vehicles, including a willingness to provide replacements when required. Should there be a more fundamental issue, the Council could contract hire vehicles until the issues were resolved or until the supply contract could be re-tendered.

- Further to a discussion with the vehicle manufacturer it has been confirmed that the placement of an order seeking the delivery of all sixteen vehicles at once would lead to the delivery of the final vehicles in early to mid - June 2016 to the Council. The delivery of vehicles in batches would see the first of those would be delivered in early May, and the last vehicles delivered into the service in mid July 2016.
- Although taking the vehicles in batches has some has some dis-benefit as the last vehicles would arrive slightly later, from an operational perspective and with regard to the issues outlined above it is considered the delivery of vehicles in batches will better support, training, induction, the management of initial faults and allow the spread of annual services and plating (MOT).

7. Financial and Procurement Implications

7.1 The costs to the Council of procuring the replacement vehicles are significantly less than the current arrangements, and helps meet the procurement savings target that have already been built in to the MTFs.

7.2 The detailed financial implications are shown in the restricted section of the report.

8. Legal Implications

8.1 The Council has a duty under the **Environmental Protection Act 1990 (s.45)** to arrange for the collection of Household Waste and to make arrangements for collection of non-household (commercial) waste.

8.2 The Council requires a goods vehicle operator's licence as it utilises goods vehicles of over 3.5 tonnes gross plated weight or (where there is no plated weight) an unladen weight of more than 1,525kg to transport goods for hire or reward or in connection with a trade or business. (In this instance 'goods' means goods or burden of any description). The licensing provisions are included in the **Goods Vehicles (Licensing of Operators) Act 1995**, the **Goods Vehicles (Licensing of Operators) Regulations 1995**, the **Road Transport Operator Regulations 2011**, and the **Goods Vehicles (Licensing of Operators) (Fees) Regulations**. The responsibility for ensuring that fleet operators are fully meeting their obligations is monitored by the Driver and Vehicle Standards Agency (DVSA) who can, at any time, carry out an inspection, look at vehicle records etc. If vehicles are unreliable or badly maintained the DVSA have

the power to amend or suspend the O Licence. Without an O' Licence the Council would not be able to undertake the refuse collection service itself.

9. Human Resources Implications

9.1 The procurement of the waste collection fleet forms a significant part of the vehicle maintenance contract. Our continued partnership with Essential Fleet Services will supports the provision of long term local employment over the next five years.

10. Implications for Children and Young People and Vulnerable Adults

10.1 As part of their submission Dennis Eagle Ltd will provide free of charge to the Council 1,000 books for schools. This publication has been developed by Dennis Eagle and Skips Educational to teach the benefits of recycling and positive impact it has upon the Environment.

10.2 Dennis Eagle Ltd have also offered to support a competition to design posters for the side of our fleet of vehicles, the vehicles with each winning poster will have the first name of the child put on the vehicle and for the overall winner Dennis Eagle will supply a number of Dennis the Dustcart books to the overall winning entry's school and other merchandise.

10.3 The Company have also kindly offered to support Service Crews of the year, Overall Crew of the Year and the Managers Employee of the Year on an annual basis.

11 Equalities and Human Rights Implications

11.1 The Council has a Statutory Duty to arrange for the collection of household waste under the Environmental Protection Act 1990. The investment in a modern, reliable fleet of RCVs demonstrates the Council's commitment to providing high quality and equitable waste services to all residents of the borough.

12. Implications for Partners and Other Directorates

12.1 Essential Fleet Services will be required to maintain a brand new fleet of vehicles to the latest design; this provides opportunity for employees of the company to receive the latest training in vehicle maintenance thus broadening their knowledge of the latest development in specialist vehicle design and power units.

- 12.2 The new fleet of vehicles will be fitted with Euro 6 engines which deliver lower emissions and thus support the environmental objectives of the Council

13. Risks and Mitigation

- 13.1 Completing the procurement of the vehicles may commit the Council to a (leasing) contract of between 5 and 7 years. Should the Council wish at any time to arrange for the refuse collection service to be delivered in another way e.g. through a partnership or shared service with a neighbouring authority or by out-sourcing, these contracts can be novated to a new provider. There are no such plans at the present time.
- 13.2 The Council is committed to a long-term contract (jointly with Barnsley and Doncaster Councils) for the provision of the waste treatment facility at Manvers. This contract closely defines the composition of waste that can be delivered to the plant, and limits the scope to change collection arrangements for domestic waste e.g. it would be significant contractual change to exclude kitchen waste and collect it separately. It is therefore exceedingly unlikely that vehicles to an alternative specification would be required within the foreseeable future.
- 13.3 Over time, new housing developments will require that increased resources are deployed onto the collection service. The tender allows for the draw-down of additional vehicles to accommodate this growth.
- 13.4 The preferred supplier (Dennis Eagle) is a long established, UK-based company that specialises in the manufacture of municipal vehicles, and with which the Council has a number of years working experience. It is considered highly unlikely that the company would be unable to complete the supply of vehicles within the agreed timescales, or be unable to provide effective after sales support.
- 13.5 The Council has operated Dennis Eagle refuse collection vehicles for the past 5/6 years and the vehicles have been maintained by our maintenance contractor for the same period giving both parties operational knowledge of the Dennis Eagle product.

14. Accountable Officer(s)

David Burton, Assistant Director (Streetpride)
Peter Hatfield, Corporate Transport Manager
Adrian Gabriel, Waste Manager

Approvals Obtained from:

Strategic Director of Finance and Corporate Services: Jonathon Baggaley,
Finance Manager

Assistant Director of Legal Services: Catherine Parkinson

Head of Procurement (if appropriate): Helen Chambers, Procurement Manager

This report is published on the Council's website or can be found at:-

<http://moderngov.rotherham.gov.uk/ieDocHome.aspx?Categories=>

Rotherham Metropolitan Borough Council

26 Tonne Refuse Collection Vehicle Specification

Domestic Waste x 10

Chassis	Specification	Supplier Specification	Price
<u>Please note: All equipment must include a minimum of a 36 Month Bumper to Bumper Warranty</u> <u>Chassis, Body and Bin Lifter Pricing to be shown separately</u>			
Make or Equivalent	Euro VI Vehicle to be supplied with Electronic Stability Programme (ESP)	Y	
Type	Low Entry Crew Cab (Driver plus 3 Crew). First Step into cab around 515mm. Supplier to provide detail Slam type passenger door	Y	
Sun Visor	Internal sun visor	Y	
Colour	Cab and body colour: Prices required for following combinations: White Cab –Purple Body White Cab – White Body Purple Cab- White Body Purple cab-Purple Body	Y	
Seats / Steering Column	Air Suspension Drivers Seat Lumbar Support on driver's seat Adjustable Steering column	Y	
Trim	Easy clean vinyl	Y	
Heating	Climate Control Heating system	Y	
		Y	

Instruments	2 Driver- Siemens Digital Tachograph Radio Electrically heated exterior mirrors (main mirrors only) Electric Windows to both sides		
Chassis			
Frame Design	Supplier to provide details	Y	
Construction	High tensile bolted or rivet	Y	
Dimensions			
Wheel base	Wheelbase to suit fitment of 22cu Metre body and relevant bin lift (s). Supplier to provide alternative wheelbases which improve overall manoeuvrability	Y	
Overall length	Please state	Y	
Overall Width	2500mm indicative	Y	
Front overhang	Please State [Legally Compliant]	Y	
Rear overhang	Please State [Legally Compliant]	Y	
Wheels / Configuration			
Configuration	6x2 Rear Steer	Y	
Rear Steer Axle	Hydraulically powered and Electronically controlled locking facility both manual and automatic at speed	Y	
Wheel type	Single size wheel rims on all axles for interchangeability	Y	
Tyres	315/80R22.5 Rear tyres to be fitted with approved RCV kerbing bands	Y	
Mud Flaps	To be fitted with Anti spray mud flaps to the front and rear axles	Y	
Suspension			
1 st Axle	Full Air Suspension	Y	

2 nd Axle	Full Air Suspension	Y	
3 rd Axle	Full Air Full Air Suspension	Y	
1 st Axle Weight	Supplier to state	Y	
2 nd Axle Weight	Supplier to state	Y	
3 rd Axle Weight	Supplier to state	Y	
Gross Vehicle Weight	26000kg	Y	
Gross Train Weight	Please State	Y	
Unladen Weight	Please State	Y	

Steering			
Type	Integrated Power Steering	Y	
Engine			
Engine Type	Diesel Euro VI	Y	
Cylinders	Six	Y	
Cubic Capacity	Please State	Y	
Power	Please State	Y	
Torque	Please State	Y	
Turbo/Normal	Please State	Y	
CO2 emissions	Please State	Y	
Clutch			
Type	N/A	Y	
Diameter	N/A	Y	
Operation	N/A	Y	
Gearbox			
Type	6 Speed automatic	Y	
Gears	Minimum 6 Speed	Y	
PTO facility	Supplier to provide details	Y	

Electrical			
Voltage	24 volt	Y	
Batteries	Low Maintenance	Y	
Alternator	Please State type and output	Y	
Security	Immobilisation system – supplier to provide details	Y	
Lights	All lights where possible to be LED	Y	
Cab Beacons	4 Foot LED Roof Mounted Beacon Bar[Built into cab roof if possible]	Y	
Fuel Tank			
Location	Side Mounted [offside]	Y	
Capacity/security	Minimum 200 litres tank with locking filler cap	Y	
AdBlue Tank			
Capacity/security	25 litres with locking filler cap	Y	
Additional Items	Specification	Supplier Specification	Price
Exhaust System	Supplier to provide details	Y	
Exhaust Brake	Supplier to advise price of supplying engine exhaust brake operated with service brake		
Cycle Awareness Equipment	Supplier to provide price and specification of current requirements to meet latest legislation		
Delivery	Tender submissions must provide lead time and delivery date	Delivery-Wks	=
		Chassis Total	£
Chassis Options (Priced Separately)	Specification	Supplier Specification	Price
Wheelbase Option Please list any options for our			

consideration			
		Optional Total	£

Refuse Collection Body	Specification	Supplier Specification	Price
Type	Single Compartment Refuse Collection Body with a Roll Formed Frame		
Construction	<p>Rear End Loading Refuse Collection Body</p> <p>Body to be smooth sided to allow adequate space for advertising systems</p> <p>Galvanised Body Sub Frame [if required]</p> <p>4" Run off hose fitted to the front of the body</p> <p>Body to include piping and adaption for Bin Lift - Including Lifter Interface Frame</p>		
Hopper	<p>Hopper floor to be constructed from hardened Steel</p> <p>Hopper cheeks to be constructed from hardened Steel</p> <p>Tailgate Rams to be situated for ease of maintenance</p> <p>Slide Blocks on Packer Mechanism</p> <p>Hopper Tailgate Drain</p> <p>Hopper Safety Props</p>		
Access Doors	Side Access Door complete with Ladder, Grab Handles and isolator.		
Height	Height indicator to be fitted in cab		
Body Dimension	Please State dimensions of the hopper overhang from the 3 rd axle		
Capacity	<p>Body Capacity to be approximately 22m3</p> <p>Hopper Capacity to be advised</p>		

Lighting	<p>High and Low Level LED Lights</p> <p>LED Side Marker Lights</p> <p>2 x LED Beacons fitted to hopper roof including beacon guards</p> <p>2 x Front strobe lights fitted integrally in cab front.</p> <p>3 x LED Hopper Work Lamps</p> <p>[Position to be advised on build]</p>		
Unladen Weight	Supplier to provide		
Payload	Supplier to provide expected payload		
Weighing System	On-board vehicle weighing system linked to vehicle payload		
Hydraulics	<p>Positive Hydraulic Header Tank</p> <p>Low level Oil fill point on the Near Side of the vehicle</p>		
Lubrication	Lubrication System to be recommended by supplier		
Broom and Shovel	Including brackets and mounted to the nearside front of refuse body		
<p>Kerb Control</p> <p>[Packing Mechanism]</p>	Packing Mechanism to be advised by supplier		
PTO	To Include suitable PTO, to enable the vehicle to pack on the move		
Side Impact Protection	To current legislation		
Controls	<p>In cab system to include all maintenance, diagnostic and operation functions. This must also include the CCTV screen showing the working area in real time</p> <p>Body Control Stations to both the Near Side and Off Side of the Vehicle</p>		
Additional Items	Specification	Supplier Specification	Price
Conspicuously Markings to meet all Legislative requirements			

Bi Line Safety System			
Operators Working at Rear Sticker – fitted to the top of the chassis windscreen			
Reverse alarm bleeper [White Noise]			
4 way camera system including 250GB hard drive or equivalent giving 360 degree view of vehicle	Supplier to advise system		
Handbrake off warning system when vehicle is stationary			
Delivery	Tender submissions must provide lead time and delivery date	Delivery-Wks	=
		Body Total	£
Optional requirements (Priced Separately)	Specification	Supplier Specification	Price
Please list any options for our consideration			£
		Optional Total	£
Bin Lifting System	Specification	Supplier Specification	Price
Type	Twin High Level Bin Lifters [Domestic Use] with capability to jointly lift 1280ltr bins		
Rave	No rave plate for domestic use.		
Colour	To meet current legislation RAL2011 (Hazard Orange)???		
Bin Range	Must be capable of lifting 80 ltr – 1280 ltr wheeled refuse containers		

	conforming to DIN 30 740		
Trade Operation	Electro hydraulic carriage locking to accommodate trade waste 660, 770, 1100 and 1280 litre bins		
Controls	All lifter functions to be made available on the Near Side and Off Side of the Bin Lifter		
Bin Catcher	Split Independent Bump Bar System		
Raising of Lifts	Automatic Raise of Lifters in both Forward[5kph] and Reverse Gears[as soon as reverse gear selected] Switch situated in cab for raising of bin lifts		
Ground Clearance	Supplier to advise height when the lift is in tip position		
Bin Counter	Bin counter for domestic and commercial containers		
Dust Curtains	To be included		
Work Area Protection Sensors (EN1501-1 Legislation)	Sensors to be housed directly onto the underside of the lifter carriages to eliminate the risk of damage		
Maintenance	Diagnostic PLC unit to be housed inside the Near Side panel of the lift Hydraulics to be housed at a low level. access via easily removable side panels		
Barrier Arms	Red lifter Barrier arms to be fitted to both sides of vehicle		
Wear Plate	Wear plate within the lift clamp aperture[options to be advised]		
Bin Shake Facility	To include switchable bin shake [Lock off at 3]		
Delivery	Tender submissions must provide lead time and delivery date	Delivery - wks	=
		Lifter Total	£
Optional requirements	Specification	Supplier Specification	Price

(Priced Separately)			
Please list any options for our consideration			
		Optional Total	£

Manuals			
	Operator and workshop manuals/cd's/on line facilities for body must be supplied		
	Operator training must be provided for one full crew per vehicle		
	One day familiarisation training for two mechanics per vehicle		
	Train the trainer for operational staff [min 6 x persons]		
	Advise how long training certification lasts.		