



CITY OF HOUSTON

Administration and Regulatory Affairs Department
Strategic Purchasing Division

Annise D. Parker
Mayor

Calvin D. Wells, Deputy Director
City Purchasing Agent
P.O. Box 1562
Houston, Texas 77251-1562

F. 832.393.8755
<https://purchasing.houstontx.gov>

August 10, 2011

SUBJECT: Letter of Clarification No. 1

**REFERENCE: Bid No. S10-L24032 for
MEDIUM VOLTAGE ELECTRIC MOTOR REPAIR SERVICES FOR THE
PUBLIC WORKS AND ENGINEERING DEPARTMENT**

TO: All Prospective Bidders:

This Letter of Clarification is issued for the following reasons:

- **The following questions and City of Houston responses are hereby incorporated and made a part of this Bid:**
 - A.** Section B, Scope of Services, Pages 23-24 of 64, **replace:** With attached pages 23-24 marked "Revised Pages 23-24 of 64, Dated August 10, 2011."
 - B.** The Electronic Bid Form has been **changed**; therefore, Bids entered prior to Wednesday, August 10, 2011 will need to be re-entered:

When issued, Letter(s) of Clarification shall automatically become a part of the Bid documents and shall supersede any previous specification(s) and/or provision(s) in conflict with the Letter(s) of Clarification. It is the responsibility of the Bidder to ensure that they have obtained any such previous Letter(s) associated with this solicitation. By submitting a Bid on this project, Bidders shall be deemed to have received all Letter(s) of Clarification and to have incorporated them into this Bid.

If you should have any questions or if further clarification is needed regarding this Bid, please contact me at greg.hubbard@houstontx.gov, or at 832.393.8748.

Sincerely,
DM *Greg Hubbard*
Greg Hubbard
Senior Procurement Specialist
Houston, Texas 77002
Phone: 832.393.8748

GH:DM:gh *ED*

cc. David Guernsey, PWE; Delbert Nave, PWE; Julio Montes, Sr., PWE; File

Partnering to better serve Houston

- 21.1 nameplate information, except where changed, shall be stamped on new nameplates. New nameplates shall be permanently attached with mechanical fasteners. The cost of a new nameplate shall be included as a part of the base cost of any recondition/repairs, or rewind/repairs.
- 21.3 The City's UDR shall ensure that Maintenance Management System (MMS) procedures for tracking the Division's equipment are strictly followed.
- 21.4 The City's UDR shall ensure that contracted repair expenses (labor, material, equipment and warranty) are inserted into the MMS and shall update the MMS history.

22.0 MECHANICAL INSPECTION

- 22.1 The rotor assembly shall be inspected for wear, scoring, cracks, and the check for open rotor bars shall be done with a core-loss tester.
- 22.2 The rotor assembly shall be checked for total indicated run-out and recorded on the rotor information sheet.
- 22.3 Shaft seal surface, bearing journals and coupling fit shall be micrometer-checked and recorded on the rotor information sheet.
- 22.4 End bells and bearing (housing critical dimensions) shall be micrometer-checked and recorded on the mechanical inspection sheet.
- 22.5 The above recorded measurements shall be submitted to the City's UDR/CTR, along with the electrical and mechanical data sheets before the tear-down inspection.

23.0 FAILURES

- 23.1 Any failure covered by warranty shall be repaired or replaced by the successful Contractor(s) at the Contractor's expense.

24.0 ELECTRIC MOTOR INSPECTION

- 24.1 The City's UDR UDR/CTR reserves the right to inspect any warranty failure repair after notification to the Contractor. The above recorded measurements shall be submitted to the City's UDR UDR/CTR, along with the electrical and mechanical data sheets before the tear-down inspection.

25.0 SHOP INSPECTION AND TESTS

- 25.1 The City's UDR/CTR reserves the right to inspect any work in progress, and/or witness any and all tests specified within these specifications. When witness tests are specified, the Contractor shall be responsible for notifying the City's UDR/CTR a minimum of twenty-four (24) hours in advance of the scheduled date and time of the tests.

26.0 MOTOR REPAIR DATA SHEET

- 26.1 A motor repair data sheet shall be provided by the Contractor showing the condition of motors upon receipt, repair work completed, and final test results.

27.0 MATERIALS

- 27.1 All materials used to replace damaged and missing parts shall be new and equal in quality as the OEM. Any substitutions shall be approved by the City's UDR/CTR.

28.0 WORK BY OTHERS

- 28.1 The Contractor shall advise the user Department of the name(s) and location(s) of shop(s) that shall be used for specific repair work, and obtain approval from the City's UDR/CTR before subcontracting the work.

29.0 ACCESSORIES

- 29.1 Space heaters shall be installed on motors which are not so equipped when requested by the City's UDR/CTR. Heaters shall be arranged to provide optimum uniform heating of stator winding. Heater wattage and voltage shall be decided by the City's UDR/CTR. Defective space heaters shall be replaced.
- 29.2 Unless otherwise specified, space heaters shall be replaced "like-for-like," and as positioned and wired in the original winding.
- 29.3 All illegible or defective nameplates shall be replaced on completion of repair. All original nameplate information, except where changed, shall be stamped on new nameplate. This shall be part of the Recondition/Rewind price. New nameplates shall be permanently attached with mechanical fasteners.

30.0 RECONDITIONING WINDING

30.1 Insulation and Winding Support Repair

- 30.1.1 Motors which have been designated for winding reconditioning and have been thoroughly cleaned free from dirt, grit, grease, oil, and properly dried shall be inspected for winding damage and repairs made to damaged areas.

30.2 Sealing Treatment

- 30.2.1 Reconditioned motors shall receive a minimum of two (2) dips and baked in insulating resin. Stator shall be baked at manufacturer's recommended temperature and time to assure full curing.

31.0 STATOR REWIND (RANDOM AND FORM WOUND)

31.1 Winding Removal

- 31.1.1 The stator core shall be vertically set in the "burn-out" oven. After "burn-out" and winding removal, the core and frame shall be allowed to cool by natural convection without forced air, to avoid over stress or warping. Maximum "burn-out" temperatures shall be 650 degrees Fahrenheit as to avoid damage to laminations. Torch heating shall NOT be used for stator cleanup.

31.2 Stator Core Preparation

- 31.2.1 The stator core shall be sandblasted to a bare metal finish. The core shall be thoroughly cleaned, and the stator core shall be examined for laminations damage--due to arcs such as fusing or metal loss. Fused laminations shall be separated either by grinding or filing. Bent laminations shall be realigned, and all protrusions into the slot area shall be filed or ground smooth. Stator cores shall not be re-stacked without the City's UDR's approval. Core-loss testing shall be performed to identify those that are inefficient. All stators that are rewound shall be core-loss tested with a modern core-loss tester, and the City's UDR shall receive a printout of test results.