



Request for a Trailer Mounted Breathing System Miles City Fire Rescue

Bid Responses Due By: May 14, 2019 at 5:00 p.m.

Submittals shall be delivered by mail in a sealed package container or envelope clearly marked on the outermost portion of the package: Trailer Mounted Breathing System Bid

Bids will be received by mail at: 17 S. 8th St. Miles City MT 59301

Questions Can Be Directed to:

Chief Branden Stevens
(406) 234-2235

bstevens@milescity-mt.org

Anticipated Schedule of Events

Advertising Period	April 19, 2019 – May 3, 2019
Question and Clarification Requests Due	May 10, 2019 at 5:00pm
Bids Due	May 14, 2019 by 5pm local time
Bid Opening	May 14, 2019
Anticipated Award Date	May 28, 2019

Miles City Fire Rescue

Request for Bids on a Trailer Mounted Breathing System

1. INTRODUCTION

1.1. Miles City Fire Rescue is seeking bids for purchase of a trailer mounted breathing system. The trailer mounted breathing system and related components shall meet the minimum specifications listed below. Options are listed immediately following the minimum specifications. Proposals on the options are at the discretion of the vendor. All bids must conform to these specifications and be presented on the forms provided for that purpose. Miles City Fire Rescue, may also be referred to as MCFR or the Department.

2. BIDS

2.1. Bids must be submitted on the forms included in this document, and must be properly signed in the spaces indicated. Bids submitted otherwise will not be acceptable.

2.2. The Department reserves the right to reject any or all bids, waive technicalities, and to be the sole judge of suitability of the equipment or services for its intended use and further specifically reserve the right to make the award in the best interests of the Department. Other factors to be considered in awarding the bid will be price, quality, and time required to make delivery. Unless otherwise specified by the bidder, the Department reserves the right to accept any item in the bid and to award items to one single provider.

2.3. Failure to respond to any requirements outlined in this RFB, or failure to enclose copies of the required documents, may disqualify the bid.

2.4. Since time is of the essence, the date of delivery as shown in the Bid may be taken into consideration in the award or in the cancellation of the award for breach of contract.

2.5. A contract will be awarded after an evaluation of all bids have been made, and in the interest of suitability to the Department's needs and/or economy, equipment, furnishings or service other than the cheapest in price may be selected.

2.6 Bid security in the amount of ten percent (10%) of the bid must accompany each bid in accordance with the instruction to Bidders.

BID SECURITY:

Bid security shall be made payable to City of Miles City in an amount of not less than ten percent (10%) of the Bidder's maximum Bid price for the equipment in the form of one of the following:

- (1) Lawful monies of the United States,
- (2) A cashier's check, certified check, bank money order, or bank draft drawn and issued by a national banking association located in the State of Montana, or
- (3) A bid bond or bonds executed by a surety corporation authorized to do business in the State of Montana.

The Bid Security of the Successful Bidder will be retained until such Bidder has executed the Contract, whereupon it will be returned; if the Successful Bidder fails to execute and deliver the Contract within 15 days of the Notice of Award, Owner may annul the Notice of Award and the Bid Security of the Bidder will be forfeited. Award may then be made to the next lowest responsible and preferred bidder or may be re-advertised, as the Owner may decide. The Bid Security of any Bidder whom Owner believes to have

a chance of receiving the award may be retained by Owner until after the effective date of the Contract or the ninety-first day after the Bid Opening whichever occurs first. Bid Security of other Bidders will be returned within fourteen days of the Bid Opening.

3. EXCEPTIONS TO SPECIFICATIONS

3.1. These specifications are based upon design and performance criteria which have been researched and analyzed by the department. Therefore, major exceptions to these specifications will not be accepted.

3.2. To the right side of each section for a particular specification, the bidder shall mark the column for "YES", "NO" or "EXCEPTION" indicating the exact compliance with the specification.

3.3. All deviations and exceptions, no matter how slight, shall be clearly explained in writing with the bid proposal. All exceptions must list the section and fully describe the exception or alternative.

3.4. Miles City Fire Rescue may choose to reject bids based on exceptions. Any exceptions that makes the trailer mounted breathing system non-compliant with the applicable sections of NFPA 1901, 2016 edition will result in the bid being rejected.

4. WARRANTY INFORMATION

4.1. Vendor shall state specifically in the bid the manufacturer's warranty regarding parts and labor, and the duration of the warranty in years. If separate parts of the trailer mounted breathing system have different warranties, this shall be specified in the bid. The vendor shall state specifically any and all regularly scheduled maintenance and requirements outlined by the manufacturer to maintain any and all warranties.

4.2. Additionally, the vendor shall also provide specific information regarding where said maintenance can and/or should be performed (i.e., within Miles City Fire Rescue, manufacturer's service center, etc.).

5. COST OF OWNERSHIP

5.1. The vendor and/or manufacturer's representative shall, to the best of their ability, provide documentation and/or information regarding their trailer mounted breathing system projected "cost of ownership" over a five, ten and fifteen-year period.

6. CONTACT

6.1. Questions regarding the specifications should be directed to Chief Branden Stevens (406) 234-2235 bstevens@milescity-mt.org.

7. MINIMUM SPECIFICATIONS OF THE TRAILER MOUNTED BREATHING SYSTEM

7.1. It is the intent of these minimum specifications to describe certain equipment in sufficient detail to obtain competitive bids from qualified vendors for the furnishing and delivery of said equipment to be used by Miles City fire Rescue. All parts not specifically mentioned which are necessary to provide the described equipment shall be included in the proposal and shall conform in strength and quality or material and workmanship to what is usually provided for the trade in general. Any omissions of components in these specifications are inadvertent and should be included in the proposed trailer mounted breathing system.

	Meets Specification		
	Yes	No	Exception
I. General Arrangement			
The high pressure breathing air system shall be mounted on a highway ready, single axle trailer with a 7,000 lbs. Gross Vehicle Weight (GVW) axle classification. The actual dry weight shall not exceed 6,500 lbs. for most configurations. The air system shall include the high pressure air compressor, driver and/or power supply, air purification system and air storage system with all of the necessary operating controls as specified below. All operating equipment, components and control devices shall be enclosed within a weather tight metal enclosure. The trailer-mounted breathing air compressor system will meet the applicable sections of NFPA 1901, 2016 edition.			
The external enclosure of the trailer-mounted breathing air system and trailer frame shall be all aluminum construction to reduce weight, enhance towing manageability and resist corrosion.			
To assure complete and unfettered access to the compressor, drive assembly and all support components, the enclosure shall have large gull-wing lift-up doors, one on each side.			
The breathing air system operating control center shall be located at the rear of the enclosure for maximum operator protection. When in towing mode, the control center shall be protected and completely enclosed. In the operating mode, the control center access door shall be designed to swing up to provide access to all the operating controls and SCBA/SCUBA cylinder fill station. The swing-up access door shall be designed to provide operator shelter from sun, rain, sleet and snow.			
All operating and airflow control panels shall be illuminated and the controls ergonomically arranged to enhance operator safety, comfort, visibility and ease of use. The air flow control panels shall include a graphic technology display that utilizes colored lines to enclose and isolate related components by function.			
All high pressure air plumbing and fill components shall be rated for 6000 psig working pressure. All high pressure air plumbing connections shall use compression fit design fittings.			
II. Compressor	Yes	No	Exception
The ambient air intake and compression shall be through an air-cooled, reciprocating, pressure oil lubricated, four-stage compressor designed for continuous duty at 6000 psig working pressure with a charging rate of 14.0 CFM. The air compressor design shall include a heavy-duty cast iron crankcase supporting the crankshaft with oversized ball bearings on each end. The cylinder arrangement shall be either a balanced "V" configuration or radial design, featuring ringed pistons assuring maximum balance and air volume delivery efficiency while operating at a maximum compressor speed of 1500 RPM. Lubrication shall be accomplished by controlled splash and shall include a crankshaft driven oil pump to supply metered quantities of oil directly to the fourth stage piston through a replaceable (spin-off) full flow filter.			

Each stage of compression shall be protected with a safety relief valve. All valve assemblies shall be designed so they can be repaired without replacing the entire assembly. The cylinders shall include cooling fins to dissipate heat into the cooling air flow from the compressor's integral flywheel fan. Individually mounted coolers shall be located after each compression stage to cool the discharged air to 18°F. above ambient temperature. Accumulated condensation from cooling the compressed air shall be collected in moisture separators mounted on each stage of the compressor and discharged to an automatic, internal, timed drain system for proper collection and disposal.			
Prior to shutdowns, the compressor shall be allowed to run unloaded (with opened drains) for a timed period (Purge Cycle) in order to purge all cylinders, separators and crankcase of damaging condensation that develops as compressors cool down. The compressor control panel shall also include a condensate purge test switch in order to verify proper operation of the automatic condensate drain system on demand.			
III. Diesel Engine Driven GenSet and Electric Motor Drive System	Yes	No	Exception
The power train design shall: 1) significantly minimize mechanical transfer losses that result in inefficient use of power which, in turn, lead to high fuel consumption and deterioration of the actual air volume delivered by the compressor and 2) significantly minimize the frequent and routine adjustment requirements and vibration of power transmission components that have a high inherent potential of unexpected downtime.			
The key components and features of the design shall include the following:			
The energy required to drive the compressor, operate all operating lights, including a command flood light when specified and meet all electric current requirements shall be generated by an integral, diesel engine driven GenSet			
The GenSet shall include a 29-hp liquid cooled diesel engine and integral shaft mounted 19 kW (continuous rating) generator. To protect the engine's cooling water radiator, the trailer enclosure shall include a "blister" panel to cover the radiator during transport or idle mode. When in the operating mode, the radiator blister panel shall include sealed gas struts to facilitate the panel to be pulled out effortlessly and allow air flow from the pusher fan on the radiator to be vented to atmosphere.			
The complete engine/generator/electric motor/compressor power train shall include a single belt drive and only between the electric motor and compressor. The design shall not require any other power transmission components such as clutch, belts, sheaves, idler pulleys, etc.			
In order to absorb and minimize the physical transfer of operational vibration, the engine- driven GenSet and electric motor driven compressor assemblies shall be mounted on separate base plates, each supported on the enclosure trailer frame with neoprene isolators.			
The compressor shall be v-belt driven by 10-hp electric motor wired for:			

<p>60 Hertz Current (select one) 1 Phase, 208/230 volts () 3 Phase, 208/230 volts ()</p>			
<p>So as to eliminate engine noise and diesel fuel consumption during training exercises and routine filling of SCBA/SCUBA cylinders, the power train design shall also feature the capability of running the compressor system powered with energy from a building's electrical power service.</p>			
<p>A 15-foot "shore" power cable shall be included to transmit power from the GenSet system or a building mounted electrical disconnect to the compressor's electric motor.</p>			
<p>The GenSet wiring to the electric motor shall be designed to require disconnection when an external power supply is preferred and vice-versa, providing a fail-safe isolation of power sources. Pin & Sleeve type coupling connectors shall be used to simplify the transfer of power sources.</p>			
<p>10 kW of spare power is available with the compressor running when running on 3-phase power (5 kW of spare power when running on 1-phase power).</p>			

IV. Diesel Engine Driven GenSet Control System	Yes	No	Exception
<p>The diesel engine driven GenSet electrical control shall be accomplished via a 12vdc electric system powered by two (2) rechargeable, no-maintenance batteries. The GenSet, in turn, shall generate the 60 hertz, 230vac, single or three phase electric current required to power a 10-hp electric motor to drive the compressor. Additionally, the control system shall include the capability to drive the electric motor from an external, three phase electric current and include a shore power cable for this purpose. The GenSet wiring to the electric motor shall be designed to require disconnection when an external power supply is preferred and vice-versa, providing a fail-safe isolation of power sources. Pin type coupling connectors shall be used to simplify the transfer of power sources.</p>			
<p>As a minimum, the operating control system shall include the following:</p> <ul style="list-style-type: none"> • Air pressure switch to automatically shut down the compressor when the upper pressure set limit has been satisfied. • High compressed air temperature shutdown switch. • Compressor low oil pressure shutdown switch. • Auto-drain condensate reservoir capacity shutdown switch. • Power source isolation system. • GenSet diesel engine high temperature shutdown switch. • GenSet diesel engine low oil level shutdown switch. • GenSet diesel engine electric start system. • Magnetic, across-the-line starter with electric motor overload protection and shore power cable. • AirMonitor including CO and H2O electronic detectors with pre-set warning and shutdown limits. 			
V. Diesel Engine Driven GenSet Control Instrumentation	Yes	No	Exception
<p>The operating control system shall include all monitoring devices necessary to indicate normal system operation, fault conditions and shutdowns. These shall be mounted on the breathing air compressor enclosure so as to permit "at sight" performance monitoring.</p>			
<p>As a minimum, the instrumentation required is as follows:</p> <ul style="list-style-type: none"> • Keyed GenSet on/off switch. • Electric motor illuminated power selector (on/off) switch. • GenSet engine power "ON" light. • Compressor interstage and final stage pressure gauges. • Compressor oil pressure gauge. • Compressor normal high air pressure shutdown (standby mode) indicator light. • High compressed air temperature shutdown indicator light. • Purge cycle indicator light. • Compressor low oil pressure shutdown indicator light. • Auto-drain reservoir limit shutdown indicator light. • Compressor general fault shutdown indicator light. • Hourmeter. • Enclosure doors warning light. • Instrument panel light switch. • Emergency stop button. 			

<ul style="list-style-type: none"> • GenSet hertz digital indicator. • GenSet engine high temperature shutdown indicator. • GenSet engine low oil shutdown indicator. • Digital AirMonitor (CO and H2O) panel with actual content display in PPM and prompter software keypad for CO monitor calibration. A flow panel with factory plumbed calibration gases shall be included. 			
VI. Air Purification System	Yes	No	Exception
The high pressure air purification system shall be a multi-chamber arrangement that utilizes disposable cartridges manufactured to provide breathing air that meets or exceeds NFPA and CGA Grade "E" specifications and all other equivalent and recognized standards in use worldwide. All system components shall be rated for 6000 psig working pressure with a four-to-one safety factor. All chambers in the system shall be constructed of 304 stainless steel to enhance safety and corrosion resistance.			
The purification system shall be sized to process 65,000 cubic feet of air at 70oF and compressed to 6000 psig between cartridge changes.			
<p>The system shall include the following:</p> <ul style="list-style-type: none"> • Final separator chamber connected to the automatic condensate drain system. • Check valve to prevent back pressure to the compressor. • One (1) 33" desiccant cartridge chamber. • One (1) 16" purifier cartridge chamber. • Pressure maintaining valve to assure that the system is maintained pressurized in order to attain the rated processing capacity of the air purification cartridge(s). • Safety relief valve. • Drain valve to relieve the system pressure for maintenance. • Stem-mounted gauge for system pressure verification. 			
The system shall be designed so that filling cannot occur in the event that any of the disposable cartridges are not installed. The cartridge chamber bases and cartridges shall be "keyed" to assure that the cartridges can only be installed in the correct position.			
VII. High Pressure Breathing Air Storage System	Yes	No	Exception
The high pressure air storage system shall meet or exceed all current ASME code requirements and include the number of cylinders specified below. The air storage system shall include the interconnecting piping arrangement selected and be completely factory assembled and tested at maximum working pressure.			
<p>The air storage system shall consist of:</p> <p>Two (2) ASME 6000 PSI cylinders each with a capacity of 491 cubic feet of air at 6000 psig. The piping of air storage shall be arranged for bulk filling.</p>			
VIII. SCBA/SCUBA Cylinder Containment Fill Station	Yes	No	Exception
The trailer shall include an integral mobile fill station with the capacity for filling two (2) SCBA cylinders simultaneously or separately. The fill station shall be designed for filling one (1) SCUBA cylinder with a			

maximum height of 30-½” and a maximum diameter of 7-¾”, including service valve, boot and fill attachment. The enclosure shall be designed to contain the impact of suddenly expanded high pressure air and all displaced fragments in the unlikely event of a cylinder or fill component rupture.			
The fill station containment design must be certified by a third party underwriter to assure maximum operator safety and compliance with NFPA 1901-2016 standards. The certificate must be included with the bid or request for quotation and included with the operator’s manual when the system is shipped.			
The containment design certification must be listed on the third party underwriter’s website. It must be a live, valid and on-going certification indicating that the manufacturer’s documentation and manufacturing process is inspected on a random basis several times a year by the underwriter. Certificates based on a single witnessed containment test or not classified by a third party underwriter shall not be acceptable.			
IX. SCBA Fill Enclosure and Access Door Control	Yes	No	Exception
The fill station loading door must be designed to be trapped behind the fill enclosure cabinet frame when closed and include an automatic, safety interlock to prevent filling unless the loading door is completely closed. A safety relief valve, to prevent over pressurizing SCBA/SCUBA cylinders above 4750 psig for 4500 psig SCBA filling (or 5800 psig for 5500 psig SCBA filling), shall also be included.			
The fill station must allow the fill process to be accomplished from the front. The fill station shall be of a design that does not require the operator to have to hold up or otherwise support the weight of the cylinders being filled while connecting them to the fill whips. The front loading door shall be designed so that, when opened, sleeves that hold the SCBA/SCUBA cylinders tilt forward to ease loading and minimize operator fatigue. Two (2) fill whips, each fitted with a cylinder fill adapter and isolation valve, shall be located within the enclosure.			
For maximum operator comfort and ease of use, the fill station access door shall include an air actuator handle designed to provide power assisted, effortless operation when opening and closing. When fully closed, the door shall trip a safety interlock allowing air flow to the fill station.			
The access door shall be supported on the enclosure frame with an adjustable bearing assembly on each side assuring a balanced and smooth rotation when opening and closing. A damper strut shall secure the assembly to the enclosure so that it does not require operator support and to cushion the access door landing when opened.			
The access door design must be designed to permit manual operation in the event of air pressure loss in the power assist circuit.			
X. SCBA/SCUBA Cylinder Fill Controls	Yes	No	Exception
All high pressure air plumbing and fill components shall be rated for 6000 psig working pressure. All high pressure air plumbing connections shall use compression fit design fittings.			
All high pressure regulators must be designed so that they cannot be accidentally reset in accordance with NFPA 1901 standards. The regulator knob shall be of the “push-to-reset” design that spins freely if			

inadvertently moved.			
The SCBA/SCUBA cylinder fill control system shall include a regulated air control panel with all components, devices and piping arrangement necessary to direct supplied compressed high pressure breathing air to the SCBA/SCUBA cylinders being filled.			
The piping of air storage shall be arranged for bulk filling. The air storage system shall be supplied with a priority fill system manifold designed to automatically feed air from the breathing air compressor and air storage system to the SCBA fill station. When SCBA fill operation ceases, air from the compressor will be diverted to top-off the air storage system before shutting off. Anytime that the operator resumes the SCBA fill process, the compressor will flow to the fill station as the priority. This system is not designed for filling 5500 psig SCBA cylinders. If a Priority Fill System for filling 5500 psig SCBA cylinders is required, please request an optional upgrade. NOTE: A field upgrade to a 5500 psig Priority Fill System is available for future consideration.			
All air flow components and indicators must be labeled and mounted on a steel control panel. The panel shall be painted in a matte shade with a textured finish to eliminate glare and enhance the visibility of gauges and indicators. The panel shall be illuminated. The panel shall be designed so that it can slide forward, out of the compartment, and tipped down so that all piping and components are accessible for maintenance.			
As a minimum, the air control panel must include the following: <ul style="list-style-type: none"> • Inlet pressure gauge. • Adjustable, 0-6000 psig self-relieving regulator. • Regulator outlet pressure gauge. • By-pass valve. • Air storage system gauge. • SCBA/SCUBA cylinder(s) fill control valve. • SCBA/SCUBA cylinder(s) fill pressure gauge. • SCBA/SCUBA cylinder(s) panel mounted fill hose(s) vent valve. • Auxiliary outlet with flow control valve and CGA fitting. • Panel lights on/off switch. 			
XI. Trailer, Enclosure and Operating Control Center	Yes	No	Exception
The trailer shall be a single axle design with a 7,000 lb. GVW highway classification. The trailer shall comply with all federal and state highway safety regulations and include electric brakes, running, rear and brake lights, safety chains, spare tire and a ball type hitch. Lifting and tie down eyes shall be supplied to secure the unit in place.			
A 20 gallon fuel tank and a compressor condensate reservoir shall also be included. Four (4) corner leveling jacks shall be provided for stability when stopped for filling operations.			
The external enclosure of the trailer-mounted breathing air system and trailer frame shall be all aluminum construction to reduce weight, enhance towing manageability and resist corrosion. The enclosure shall be a formed, seamless appliance design with all structure fasteners and hinges concealed and flush mounted external latches			

and finished with an electro-statically applied and baked powder coat paint. LED lighting shall be used to illuminate the interior of the enclosure and operating control panels.			
To assure complete and unfettered access to the compressor, drive assembly and all support components, the enclosure shall have large gull-wing lift-up doors, one on each side, assembled to the enclosure with a sleeved, double aluminum hinge. To facilitate the swing-up opening and to maintain the gull-wing doors in the open position, each shall be supported with two (2) sealed gas struts.			
The system shall be designed to operate with the gull-wing doors closed. The trailer unit shall include an ambient air flow control design that directs the necessary volume of cooling air to the compressor and GenSet drive components. The cooling system shall also include an integral, top discharge extractor to completely vent the resulting hot air from the compression process out of the enclosure. Also, the front bulkhead of the trailer shall shift forward while in the operational mode to allow hot air from the GenSet radiator fan to be evacuated from the enclosure.			
The breathing air system operating control center shall be located at the rear of the enclosure for maximum operator protection. When in towing mode, the control center shall be protected and completely enclosed. In the operating mode, the control center access door shall be designed to swing up to provide access to all the operating controls and SCBA/SCUBA cylinder fill station. The swing-up access door shall be designed to provide operator shelter from sun, rain, sleet and snow.			
All operating and airflow control panels shall be illuminated and the controls ergonomically arranged to enhance operator safety, comfort, visibility and ease of use. The air flow control panels shall include a graphic technology display that utilizes colored lines to enclose and isolate related components by function. Each functional group shall then be located within a graphic air flow control schematic background and identified with permanent text integral to the panel surface for ease of operation. High visibility colored text shall be used to identify and provide operating instructions for all critical functions.			
The unit shall include an auxiliary electric outlet box located within the enclosure that shall include four, 15 amp outlets with two for 110V and two for 220V source.			
XII. OPTIONS (to be quoted as separate line items)	Yes	No	Exception
1. An integral 100-ft. 6000 psig hose reel with CGA connection fitting shall be supplied on the trailer to allow for the filling of remote 6000 psig cascade systems. It shall include a control valve and gauge on the operations center control panel.			
2. A Command Light assembly shall be located on the roof of the trailer. It shall be of aluminum construction with stainless steel actuator shafts with bronze bushings for long life and minimum maintenance. The non-rotating light tower shall be capable of rising from 0 to 120 degrees and include a 4x500 watt light bank. Actuation of the Command light shall be accomplished electrically, via a 12vdc motor, and not require system air or hydraulic power for operation to eliminate leaks. The actuation of the light shall be through a hand-			

<p>held remote control unit, including a 6-ft. cable, mounted on the operating and air control operations center located at the rear of the breathing air trailer.</p> <p>3. The trailer unit shall include an optional cold weather package for operation in sub-freezing ambient temperatures. The cold weather package shall include the following:</p> <ul style="list-style-type: none"> • 2" insulation through-out canopy (all roof, door, wall, and "pan" surfaces). • Cooling air flow limiters shall be installed to allow for the proper internal compartment temperature to be maintained in cold weather conditions. • A 1000-watt engine tank type block heater (for GenSet) with passive circulation and independent thermostat to be operated from AC wall outlet. • An industrial battery charger. (Note: batteries can be charged from AC wall outlet or from DC provided by tow vehicle.) • A compartment high ambient temperature shutdown switch with indicator light. • A cold ambient temperature shutdown switch with indicator light. Temperature sensors will be installed on the compressor block, purification system and auto drain system. 			
Pricing	Yes	No	Exception
The manufacturer shall provide a complete parts list with prices for the trailer mounted breathing system. This shall be included with the bid.			
The vendor shall provide a guaranteed purchase price on the items and quantities for a period of twelve (12) months.			

Required Item Quantity and Pricing

Item #	Quantity	Description	Price Each	Total Price
1	1	The trailer-mounted breathing air compressor system, which meets the applicable sections of NFPA 1901, 2016 edition.		
	1	Shipping Cost to 2800 Main St. Miles City MT59301		
Total Price of All Required Items				

Delivery time for required quantities to Miles City Fire Rescue once the order is placed:

Miles City Fire Rescue

Request for Bids on Self Contained Breathing Apparatus

I, _____, as an authorized signer for my company hereby certify that the figures contained in this Bid Proposal are accurate and correct. I also have read and understand the specifications for the Miles City Fire Rescue, Trailer Mounted Breathing System, and submit this Bid Proposal for consideration.

Signed _____

Print Name _____

Title _____

Company _____

Mailing Address _____

Phone _____

Date _____