



**Claiborne Electric Cooperative, Inc.**

**REQUEST FOR PROPOSALS**

***Off-Road, Tracked Digger-Bucket***

Claiborne Electric Cooperative, Inc.  
12525 LA Highway 9  
Homer, Louisiana 71040  
(318) 927-3504

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**INSTRUCTIONS TO PROPOSERS**

**Introduction**

Claiborne Electric Cooperative, Inc. (“Claiborne”) is soliciting responses from interested firms, dealers, and manufacturers for one (1) new, tracked digger derrick with pin-on, dielectric bucket attachment. The unit should be new, unused, and preferably manufactured in the current calendar year or no earlier than the last quarter of calendar year 2024.

**Objective**

The objective of this RFP is to identify and purchase a tracked digger derrick with a pin-on bucket attachment (“the Equipment”) for use by Claiborne’s line crews during normal and emergency line construction activities. The selected Equipment should improve the efficiency of access for construction or repair of 15kV, 25kV, and 35kV electrical lines in remote and otherwise inaccessible areas. This initiative reflects Claiborne’s dedication to utilizing the latest equipment and technology to advance customer service, operational effectiveness and resilience in serving its members.

**Vendor Requirements**

Proposals must include:

1. Company Overview: A brief company profile and history, including at least five (5) years extensive experience in providing similar equipment solutions.
2. Equipment Specifications: A detailed description of the equipment proposed with a comparison between Claiborne’s desired performance characteristics and the proposed solution’s performance characteristics.
3. Quote: A breakdown of costs including delivery, commissioning, training, ongoing support, and any additional fees.
4. Delivery Timeline: A proposed timeline for Equipment design, plan review, construction, testing, and full delivery.
5. Warranty: Information on post-delivery support, maintenance, warranty repairs, service center location(s) including all costs, response times, service hours, and contact details.

**Equipment Specifications**

1. **FRAME** - The frame should be an all welded Corten steel (corrosion resistant) tube with foam filled side reinforcements, integrated axle tubes and 6 access covers to facilitate service. The entire frame and all covers should be phosphate treated, and powder coated.
2. **SUBFRAME** - The subframe should be an all-welded steel structure that incorporates both the boom tower and the 4 radial mounted outrigger attachment points. The subframe should have 10 shear plates and the frame and subframe should be joined at 36 points using grade 8 bolts with vibration resistant lock washers and Nyloc locking nuts. The entire subframe should be powder coated with a two-step process using a zinc rich

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primer under the topcoat. All open subframe tubes should be treated with an anti-corrosion oil spray and the bottom side of the subframe should be coated with a rubberized gravel guard. The subframe should be fitted with a folding rear step and a removable side ladder to facilitate access to the deck. The deck should have 6 flush mounted cargo tie down rings and removable wooden sides inserted into pockets in the subframe. The tools hose reel should be mounted on the rear left-hand side of the deck. An optional deck mounted toolbox should be located beside the engine cover and should be designed to be accessible whether or not there is a pole in the pole rack.

3. CAB - The cab should be an ISO 3471 ROPS certified structure fitted with a spring suspension seat and seat belt. The steering joysticks should be attached to a floor mounted bracket and should be adjusted independently of the seat. Located on the right-hand side cab panel should be a hand throttle, high/low speed switch and the plow controls as well as a 12v accessory power outlet. A fire extinguisher should be mounted behind the seat. The cab should be fitted with a step and handle to facilitate entrance and exit with 2 front lights and 1 roof top beacon and 2 rear lights. Optional high output LED work lights should be preferred.
4. DASHBOARD - The roof mounted dash should contain the oil pressure, oil temperature, water temperature, voltage and tachometer/hour gauges. All electrical circuits should be protected by circuit breakers located on the dash. The dash should be environmentally sealed, and the dashboard should use components rated IP 67 or higher.
5. SUSPENSION - The unit should have 8 x 26" rubberized steel road wheels that articulate independently using a rubberized torsion shaft insert. The track tension should be controlled by 2 high pressure grease cylinders operating on the rubberized steel idlers which also work to absorb impacts and reduce stress on the unit. The idler wheels should be oil filled and fitted with metal face seals. All road wheel hubs should be greaseable hubs. Optional oil filled road wheel hubs fitted with double lip seals and seal protectors to reduce contaminate intrusion should be available. Dust Cap Retainers should be available for greaseable hubs.
6. TRACK - Each track should be composed of 2 lengths of 9/16" x 9" 5 ply belting with 68 rubberized aluminum extrusion crosslinks with a 2 5/8" maximum ground penetration and heat-treated alloy steel tire guides. The crosslinks should be attached to the belting with 6 x 7/16" grade 8 bolts and 3/16" thick backing plates. Both the tire guides and crosslink backing plates should be zinc plated for corrosion resistance. Removable ice claws to assist with traction on ice and other frozen surfaces (i.e. mud) should be available as an option. Optional ice cleats (removable bullet teeth) for the outrigger pads should also be available. The tracks should be rebuildable to ensure long life.
7. ENGINE - The engine should be a tier 3, 4.5 liter, 126 HP turbocharged unit with mechanical injection equipped with an intercooler integrated into the radiator shroud. The engine should also incorporate an oil heat exchanger built into the block. The oil capacity

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should be 20 liters with a 500-hour service interval under normal conditions. The engine should be rated for a 350 angularity limit continuous operation in all directions. The engine should be equipped with low oil pressure shut down and a high coolant temperature shut down that can be overridden in the event of an emergency.

8. DRIVE SYSTEM - The drive system should be composed of 2 independent closed circuit hydrostatic piston pumps fed by an independently filtered (3 micron) supercharge pump. The drive pumps should supply oil to separate two speed drive motors, each driving one track. The pumps should be operated by power assist servos. The drive motor output should be reduced by a geared hub and power should be transmitted to the tracks via a steel reinforced, polyurethane covered 11 tooth drive sprocket. The drive system should be equipped with a high oil temperature shutdown that can be overridden in an emergency.
9. STEERING AND BRAKING - Steering should be accomplished via two joysticks which operate power assist servos allowing independent control of each track. Counter rotating of the tracks should be possible and the machine should be able turn in its own length. Service braking should be via positive deceleration through the hydrostatic pumps and the parking brakes should be multidisc, spring applied, pressure released at the drive hub. The parking brake should be automatically engaged each time the machine should be started and should be interlocked to the seatbelt.
10. AUXILLARY HYDRAULICS - The auxiliary hydraulic system should be composed of two separate pumps with a 2 x 24 gpm maximum flow for a combined total of 48 gpm with a relief valve setting of 3,000 psi thus allowing matching flow to the hydraulic requirements without wasting engine power during low flow operations. The hydraulic system should be equipped with a high oil temperature shutdown and a warning light for high filter backpressure.
11. HYDRAULIC RESERVOIR AND COOLING - The hydraulic reservoir should be a 150 L (40 U.S. gallon) pressurized tank. It should be fitted with an in-tank return filter with a back pressure sensor and bypass valve and bypass equipped strainers on all suctions as well as a visual level gauge and thermometer. The suction lines should be fitted with locking ball valves to facilitate service. The unit should be fitted with a hydraulic heat exchanger with a thermostatically controlled high speed electric shrouded fan that operates when the oil temperature reaches 600 C (140° F).
12. OUTRIGGERS - The vehicle should come equipped with four 57” radial outriggers that provide up to 20” of lift that should be independently operated from the rear of the machine. When the outriggers should be activated an audible alarm should be automatically activated as well. The outrigger cylinders should be equipped with double lock valves and the outrigger control valve should be locked out when the digger derrick should be in use. The outriggers should be fitted with safety interlocks that will prevent the use of the boom unless the outriggers are deployed. There should be an in-cab warning

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light to indicate to the driver if the outriggers are not properly stowed. Standard front and rear outrigger feet should be 8" x 10". Longer stroke outriggers with 18" x 20" feet should be an available option. 18" x 20" feet can also be fitted onto the standard stroke front and / or rear outriggers. The front and rear outrigger feet can be equipped with optional removable ice cleats. The vehicle should also be optionally equipped with (4) 24" x 24" x 2" outrigger pads fitted in holders mounted on the deck sides.

13. TOWER - The center rear mounted tower should have a 1 1/4" top plate with a machined flat surface to support the slew bearing. The rear of the tower should house the outrigger controls, auxiliary throttle control, rear winch outlet and deck mounted tool outlet controls.
14. ROTATION - The unit should be equipped with a planetary gear driven slew bearing and should also come with a multi-port rotating hydraulic manifold providing continuous rotation. Side load protection should be provided by a counter-balance valve. The 1 1/4" tower mounting plate should be milled flat after welding to ensure perfectly flat mounting surface for the slewing bearing.
15. TURNTABLE - The turntable should be the mounting point for the control console, turntable step and operator seat and incorporate a handle to assist the operator while climbing up to the seat. The turntable step should have an engine throttle pedal fitted under the control console. The bucket fold/unfold controls should be located on the side of the tower.
16. OPERATOR SEAT - The operator's seat should be a folding vinyl seat with back support and armrests.
17. CONTROL CONSOLE - The control console should be the location of all the auger and boom lower controls. All controls should be Full Pressure. The control console should use twin joystick controls for all crane functions and a single lever control for the winch. It should also have a separate auger valve, an auger speed switch, pole claw controls, upper/lower selector switch, engine start/stop controls, system pressure and auger pressure gauges and the overload reset switch.
18. LOWER BOOM - The lower boom should be constructed using a 7" x 9" high tensile strength steel tube and have HDMW polyurethane sliding pads with a total surface area of 126"². Sliding pad adjustment should be achieved by the removal of 2 stainless steel socket head cap screws and then shimming the pads with stainless steel shims. No further disassembly should be required. The maximum declination should be -15° and the maximum elevation should be 80°. The lower boom should have an externally mounted cylinder for the operation of the first extension.
19. 2nd BOOM - The 2nd boom should be constructed using a 6" x 8" high tensile strength steel tube and have HDMW polyurethane sliding pads with a total surface area of 96"².

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Sliding pad adjustment should be achieved by the removal of 2 stainless steel socket head cap screws and then shimming the pads with stainless steel shims. No further disassembly should be required. The maximum stroke of the 2nd boom should be 108". The 2nd boom should have an internally mounted cylinder for the operation of the 3rd boom.

20. 3rd BOOM - The 3rd boom should be constructed using a 5 1/4" x 7 1/4" high tensile FRP tube with a dielectric working rating of 46KV. The maximum stroke of the second extension should be 108".
21. BOOM TIP - The boom tip should be attached to the 3rd boom by 8 x 1/2"- 13 Grade 8 bolts and have 2 x 6" anodized aluminum sheaves with permanently lubricated bushings that should be grooved to accommodate ropes from 9/16" to 7/8". The boom tip flare design should assist the pole claw in the handling and placement of poles. The pole claw and 4th boom should be both attached to the boom tip.
22. POLE CLAW - The pole claw should have a hydraulically operated open/close and tilt function operated by momentary contact toggle switches on the control console. The tilt function should have a range of 75°. The pole claws should be one piece steel 5/8" thick and should be 19" long from center of rotation to center of tip. The pole claws should have laser cut gear profiles on the ends to ensure trouble free operation under any conditions. The pole claws should operate through a range of 1100 and have a maximum opening of 42" and should be able to accommodate poles of up to 24" diameter. The open/close function should be positively controlled through a double acting lock valve that ensures reliable holding of the pole during manipulation.
23. AUGER SYSTEM - The auger should be stored on the right-hand side of the boom when not in use. Auger release should be accomplished by removing a safety pin from the auger storage and activating a cable release. When released the auger should have a drilling radius 12.5' to 19.5' from the center of rotation. The standard auger drive should be a 12,000 ft/lb 2 speed unit with an automatic kickdown and should be fitted with a 2.5" hex shaft. The auger should be operated by a separate high flow valve located in the control console. The auger storage unit should be protected from over storage by a magnetic switch that engages the crane overload system. The system should accommodate augers of up to 24" in diameter. The oil to the auger should be supplied by high flow/low restriction telescoping tubing fixed to the right-hand side of the boom. The auger valve should have a high/low speed switch and a pressure gauge connected to it to assist in the setting of anchors.
24. WINCH - The 5,000 lb turret winch should come with an internal clutch brake to prevent unwanted movement of the load. The winch should come equipped with 75' of 9/16" abrasion resistant coated, non-conductive rope with a tensile strength rating of 25,200 lbs. The rope should come with a galvanized steel thimble on the end and the 11000 SWL swivel hook should be fitted with a safety latch and should be connected to the rope by a

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galvanized high strength lifting shackle. No tools should be required to remove the rope from the boom tip and store it on the lower boom. An optional boom tip winch should be available.

25. FOLDING BUCKET ATTACHMENT - The insulated fiberglass 4th boom should be attached to the boom tip in a manner that allows it to be hydraulically folded out of the way when not in use. When the bucket is folded it should rest on the top of the boom with the bottom of the bucket 34" below the boom tip sheave ensuring that it does not interfere with pole handling operations. When extended, the bucket attachment point should be 60" above the sheave height. The 4th boom should have a 46KV insulation rating. The bucket should be gravity leveled and further motion should be controlled with a brake. The 4th boom should have an attachment point for a safety lanyard. The standard bucket should be 24" x 24" x 42". A bucket liner should be available.
26. UPPER CONTROLS - Top controls should be a full pressure twin joystick system for all crane movements and should be protected from accidental operation by a lock collar. There should also be a single lever for winch controls and a D-dent lever for the bucket tools outlet. The bucket should be fitted with a radio remote control unit that allows start/stop, horn, high idle and overload reset functions.
27. CYLINDERS - The elevation, first extension, second extension and outrigger cylinders should be of threaded head cap design. All of these cylinders should be equipped with check valves to prevent creep down and to lock the booms in position in the event of a hose failure. All cylinders should be fitted with double lip seals to stop dirt infiltration.
28. HOSES - All hoses should be either 2AT double braid for abrasion resistant and to ensure a long working life or electrically non-conductive 100R7 hose for the upper boom hoses. All exposed hoses should be covered with heavy duty nylon hose protection. All hose and hose assemblies should meet SAE J517-2013 specifications.
29. STANDARDS - This unit should comply with CSA C225-10 and ANSI/SIA A92.2-2009 for aerial devices and ANSI/ASSE A10.31-2006 for digger derricks. The cab should be tested and certified to ISO 3471.
30. MANUALS - Each unit shall ship with 2 sets of operations and parts and service manuals.

**MISCELLANEOUS INFORMATION AND OTHER REQUIREMENTS**

**Required Attachments to the Proposal**

To enable Claiborne to conduct a uniform review of all responses to this solicitation, components of the proposal shall be submitted as set forth below. Claiborne reserves the right to reject submittals that do not follow the requested format. One original and one copy of the

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proposal are required. Specific items to include are:

1. Cover sheet.
2. Management Summary – provides a statement of the vendor’s understanding of the services required by Claiborne.
3. Vendor profile – including company address, contact information, length of time in business under present name as well as previous name(s), outline of background and overall qualifications. Does your company produce, implement and support all of the components of the proposed Equipment?
4. Proposal Plan – detailed, comprehensive presentation of the approach to be used to accomplish the tasks detailed in the Vendor Requirements.
5. Fee Structure – all costs must be itemized in the vendor’s response.
6. Total Delivered Cost – the total of all costs, fees, surcharges, etc. for delivery of a fully functional, commissioned unit delivered to Homer, LA.

**Proposal Evaluation and Selection Process**

The following should be a general description of the process by which the successful vendor will be selected:

- A. RFPs will be sent to prospective proposers.
- B. One original and one copy of the proposal will be received from each proposer in a sealed package. Each proposal shall be signed and dated by an official authorized to bind the respondent if selected.
- C. All proposals must be received by Claiborne no later than the date specified in the RFP.
- D. On the date specified for return, the proposal from each respondent will be opened and the name of the proposer recorded. Each proposal will be checked to determine if it should be complete and meet the requirements of the RFP.
- E. At their option, the evaluators may request oral presentations or discussions with any or all proposers for the purpose of clarification or amplification of the material presented in any part of the proposal. However, proposers are cautioned that this provision is not guaranteed; therefore, all proposals should be complete and concise and reflect the most favorable terms available from the proposer.
- F. Proposals will be evaluated by a Claiborne team using the following general criteria:
  1. Experience and technical ability to provide the requested Equipment.
  2. Total annual cost to own and operate the requested Equipment.
  3. Furthermore, Claiborne may use other evaluation criteria that, in its sole judgment, are necessary for selecting the best proposer.
- G. Proposers are cautioned that this request should be a request for offers, not a request to contract, and Claiborne reserves the unqualified right to reject offers for



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any contract when such rejection should be deemed to be in the best interest of Claiborne.

**GENERAL CONDITIONS FOR SUBMITTING PROPOSALS**

**Award or Rejection**

All qualified proposals will be evaluated, and the award will be made to the vendor whose combination of cost and technical offers should be deemed to be in the best interest of Claiborne. Claiborne reserves the unqualified right to reject any or all offers when such rejection should be deemed to be in the best interest of Claiborne.

**Cost for Proposal Preparation**

Any costs incurred by proposers in preparing or submitting offers are the proposer's sole responsibility. Claiborne will not reimburse any proposer for any costs incurred prior to the award.

**Reference to Prior Proposals**

Only information received in response to this RFP will be evaluated. Reference to information previously submitted will not suffice.

**Safeguarding of "Confidential" Information**

Any trade secrets or other data which the proposer does not wish disclosed to other than Claiborne personnel involved in the evaluation or contract administration will be kept confidential, if identified as follows: Each page shall be identified in boldface at the top and bottom as "**Confidential**". Any section of the proposal which should be to remain confidential should, in addition, be so marked in boldface on the title page of that section. Cost and pricing information may not be deemed confidential.

**Taxes**

Claiborne should be exempt from all local and state sales taxes.

**Titles**

Titles and headings in the RFP, and any subsequent contract, are for convenience only, and shall have no binding force or effect. Any exceptions to terms, conditions, or other requirements in any part of the RFP must be clearly pointed out in a distinct section of the appropriate cost proposal or technical proposal. Otherwise, Claiborne will consider that all items offered are in strict compliance with the RFP, and the successful proposer will be responsible for compliance.

**Advertising**

In submitting its proposal, the proposer agrees not to use the results therefrom as a part of any

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news release or commercial advertising without written approval of Claiborne.

**Confidentiality of Proposals**

In submitting a proposal, the proposer agrees not to discuss or otherwise reveal his technical or cost information to any other sources, government or private, until after the award of the contract. Proposers not in compliance with this provision may be disqualified, at the option of Claiborne, from contract award. Only discussions authorized by Claiborne are exempt from this provision.

**Ownership of Submitted Materials**

All responses, inquiries, or correspondence relating to this RFP, and all other reports, charts, displays, schedules, exhibits, and other documentation submitted by the proposers, will become the property of Claiborne when received.

**Competitive Offer**

Under penalty of perjury, the signer of any proposal submitted in response to this RFP thereby certifies that this proposal has not been arrived at collusively nor otherwise in violation of federal or state antitrust laws.

**Proposer's Representatives**

Proposers shall submit the name, address, and telephone number of the person(s) with the authority to bind the vendor, as well as to answer questions or provide clarification concerning the vendor proposal.

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**REQUESTS FOR INFORMATION OR CLARIFICATIONS**

All questions and/or clarifications regarding this RFP must be in written form only, either by postal delivery or emailed to the Procurement Coordinator listed below, and must be received by **3:00 PM CDT, Tuesday, April 15, 2025.**

Lisa Ledbetter  
Claiborne Electric Cooperative, Inc.  
12525 LA Highway 9  
PO Box 719  
Homer, LA 71040  
318-927-3504  
lisa@our.coop

**RFP documentation may be obtained at:**

Claiborne's website [www.our.coop](http://www.our.coop) or through the Central Bidding website, <https://www.centralbidding.com>.

**Submittals of Proposals**

Separate Sealed Proposals for ***Tracked Digger-Bucket*** will be received by Claiborne Electric Cooperative, Inc., located at 12525 LA Highway 9, Homer, LA 71040, until **10:00 A.M. on TUESDAY, APRIL 22, 2025** by postal delivery, courier/overnight delivery, hand delivery, email delivery or by submission through the Central Bidding portal.