

City Manager's Office
City of Kearney
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June 17, 2020

TO ALL BIDDERS:

Sealed bids will be received by the City of Kearney, Nebraska, at the office of the City Clerk, City Hall, 18 East 22nd Street, Kearney, Nebraska, 68847 until 2:00 p.m. on July 28, 2020 and then publicly opened and then read aloud in the City Council Chambers, for the City's purchase of two (2) Jet A refueler trucks to be used at the Kearney Regional Airport. Copies of the specifications may be obtained from the office of the City Clerk, City Hall, 18 East 22nd Street, Kearney, Nebraska, 68847 or by going to the City's website at www.cityofkearney.org.

Interested bidders shall submit two (2) copies of their bid which includes:

- Proposal and Specifications provided by the City.
- Buy American Certification.
- Regularly printed literature as published by the factory which sets out and fully describes the equipment to be furnished in the bid, including the fuel tank and the cab and chassis. The literature or other supplemental information shall clearly indicate compliance with each and every item of these specifications.

Bids must be made on the Proposal Form found in the Specifications and submitted in a sealed envelope labeled "**BID FOR TWO (2) JET A REFUELER TRUCKS**" to the office of the City Clerk. The City will accept only those sealed bids, either hand delivered to the City Clerk's Office or received at the City Clerk's Office, City Hall, 18 East 22nd Street, Kearney, Nebraska, via U.S. Mail or other commercial carrier. Items transmitted by facsimile or electronically will not be accepted.

The City of Kearney is an equal opportunity employer and requires all contractors and consultants to comply with all applicable Federal and State laws and regulations.

The City of Kearney reserves the right to reject any or all bids and to waive any irregularities or informalities in any bid received, and to accept any bid which is deemed most favorable to the City of Kearney, at the time and under conditions stipulated in the General Conditions. Bids received after the specified time of closing will be returned unopened.

If you have any questions regarding this invitation to bid, please contact Steve Cole, Aviation Support Coordinator, at 308-234-4072.

CITY OF KEARNEY

Michael W. Morgan
City Manager

MWM/ewh

GENERAL CONDITIONS

SCOPE

The City of Kearney desires to purchase two (2) trucks with cab and chassis. The chassis shall be equipped with a 5,000-gallon fuel tank, designed to meet USDOT 406 regulations and ATA Spec. 103 and NFPA 407.

All attached components including the fuel tank shall be securely mounted to the cab and chassis.

The City of Kearney reserves the right to reject any or all bids, to award the bid in part or in whole, and to waive any informalities or irregularities as provided by Section 1-1505 "Formal Contract Procedure" of the Kearney City Code, and to accept any proposal which is deemed most favorable to the City of Kearney.

Bidders must submit with their bid the latest printed specifications and advertising literature on the units they propose to furnish, including the fuel tank and the cab and chassis.

The manufacturer's usual warranty against defective materials or workmanship shall apply. The terms of the warranty for the cab and chassis and the fuel tank must be included with the bid.

All bids must be submitted on the attached Proposal form. The bidder shall indicate "yes" if they meet the specification or "no" if they do not meet the specification. The bidder shall list on the attached sheet labeled "Exceptions to Bid Specifications Sheet A" any variations from, or exceptions to, the conditions and specifications of this bid and shall be attached to the bid and specifications. All items which are marked as being an exception to a line item bid specification must contain supporting literature and/or documentation that declares the exception will meet or exceed that specification. Without this supporting literature and/or documentation, the exception to the bid will be considered as not meeting the intended specification.

Interested bidders shall submit two (2) copies of their bid which includes:

- Proposal and Specifications provided by the City.
- Buy American Certification.
- Regularly printed literature as published by the factory which sets out and fully describes the equipment to be furnished in the bid, including the garbage body and the cab and chassis. The literature or other supplemental information shall clearly indicate compliance with each and every item of these specifications.

Once the bid has been awarded, the successful bidder shall provide the following:

- A complete Operation Manual.
- A Service Manual.

Payment will not be made until the truck is delivered with all paperwork including the invoice, Nebraska sales tax certification, certificate of origin, and odometer statement.

The price or prices quoted shall be good for thirty (30) days from the bid date and shall include all transportation charges fully prepaid to and from the Kearney Regional Airport, 5145 Airport Road, Kearney, Nebraska 68847.

The City of Kearney desires delivery to be completed within 180 days from the date of award. Bidder will certify delivery date on the proposal form.

Awards will be made to the lowest responsible bidder as provided by Section 1-1505 "Formal Contract Procedure" of the Kearney City Code. The quality of the articles to be supplied, their conformity with the specifications, their suitability to requirements, delivery terms and guarantee clauses shall be taken into consideration.

SPECIFICATIONS

The intent of these specifications is to describe the minimum requirements for a Cab and Chassis to be used in fuel delivery operations conducted by the Kearney Regional Airport. Decisions regarding equal to or better than will be the sole responsibility of the City of Kearney rather than those companies submitting bids.

Section #1: Minimum Design Standards, General Description, Flow Characteristics:

1) Minimum Design Standards:

- a) Must meet US DOT 406 regulations and Manufacturer to maintain a US DOT # and a CT #.
- b) A4A (ATA) Spec. 103, and NFPA 407 (current edition) regulations.
- c) Construction and materials shall conform to current relevant ASTM, ASME and SAE standards as well as EI 1581 (Current Edition), and API/IP 1529 certifications.

2) Flow Capacity provided as follows:

- a) Underwing pressure fueling flow rate approximately 300 GPM through a 2" x 50' fueling hose.
- b) Overwing pressure fueling flow rate approximately 70 GPM through a 1 ¼" x 50' fueling hose.
- c) Dual overwing via two overwing reels approximately 65-70 GPM each hose.
- d) Product recirculation at 300 GPM.
- e) Bottom loading at 400 GPM.

3) Bottom Loading System: Shall be mounted on passenger side of the refueler and shall include a pre-check and an automatic high-level shut-off control.

4) Underwing Fueling: An underwing hose reel with I-Hub Swivel assembly with a shut-off valve, certified fueling hose, and a single point nozzle with interlock shall be mounted onto a "single-wrap" style hose reel installed between the back of the chassis cab and the front of the product tank.

5) Overwing Fueling: Two (2) overwing hose reel assemblies with a shut-off valve, certified fueling hose, and an overwing nozzle shall be mounted onto two (2) overwing hose reels and installed in an enclosed equipment module.

6 Refueler Configuration:

- a) The "single-wrap" underwing hose reel shall be installed behind the chassis cab and in front of the product tank
- b) The overwing hose reels, hoses and nozzles, flow meters and registers and other equipment (i.e. control panel, bottom loading connection, Deadman controller, etc.) shall be mounted in a driver's side enclosed equipment module.
- c) The filter, storage container, and Deadman/control valve shall be mounted in the passenger's side enclosed equipment module.

7) Primary Pressure Control: Shall be provided through a 3" electric bypass valve with regulator cap control valve and set at 40 PSI and test ball valve feature for isolating the bypass valve to test secondary pressure controls.

8) Secondary Pressure Control: Shall be through a 3" electric inline/deadman with regulator cap and set at 50 PSI.

Section #2: Product Tank, Modular Equipment Modules

9) General Tank design:

- a) 5,000 US Gallon brushed stainless steel tank (including 3% expansion space) with Canopy and Side Cabinets integral to tank.
- b) Single compartment, fully baffled with rigid bulkheads.
- c) Brushed Stainless Steel Tank shell, compartment bulkheads, internal baffles, rollover rails, cradles, framing and skirting.
- d) Bolster style mounted tank with front bolster spring mounted.
- e) Tank shall meet US DOT-406 and include appropriate DOT tags and certification plates.
- f) 5-Year tank warranty.

10) Tank Access Openings:

- a) 20" Diameter access openings with 10" fill covers, and (1) 20" diameter inspection cover.
- b) The stainless steel 20" round manholes to be located on the tank center line and centered between the bulkheads with self-closing cover.
- c) The hinge on the 10" fill openings to be located to face the front of the tank.
- d) Location of the manholes and key components inside the tank to be visible for inspection.

11) Overturn Protection:

- a) Overturn protection to include stainless steel overturn rails extending the full length of the tank with a minimum of 1" clearance over all covers and vents.
- b) Flashing to provide carry-off of spilled fuel and rainwater through drain tubes installed two (2) front and two (2) rear directed away from engine, exhaust and electrical system.

12) Tank Vents: One (1) 3" inward opening vent with screen (mechanical) to work in conjunction with internal valves during fueling and bottom loading and two (2) emergency vents in dome lid.

13) Access ladders:

- a) One (1) rear mounted access ladder to top of tank with grab handles, meeting US OSHA 29CFR guidelines.
- b) Walkway on top of the tank consisting of non-slip expanding metal, to cover the upper portion of the tank between the overturn rails.

14) Drain Valves: 1" spring loaded water drain-off valves with a 3/4" ball valves to be located at the lowest point of the tank. Cables operating the spring-loaded valves to be located in the passenger side cabinet. Standard tank would require front and rear sumps. If tank has trough system then one drain is acceptable.

15) Internal Valves: One (1) 3" mechanically operated internal bottom load valve for unloading and off-loading of fuel and one (1) recirculation stub driver side of rear tank for maintenance and testing.

Section #3: Refueling, Pumping, Control Systems and Fueling Components

16) Product Pump: shall be a 3", 300 GPM, PTO driven, self-priming centrifugal product pump. PTO must be an electric over hydraulic shifted PTO.

17) Pump Engagement: Automatic PTO engagement system to activate the PTO when the internal valve is opened.

18) Filter-Separator: Filter/Separator system designed to work at the rated flow rate and meet the latest EI 1581. Spring loaded, normally closed, ¾" drain valve to be provided. New filter elements and coalescers to be installed at the time of shipment and stamped with the date of installation. Pre-blended location shall have JF filters installed so the flow rate of 300 GPM will be maintained.

- a) **Water Defense:** Along with the filter/separator, a float switch shall be included in the filter sump to close the in-line control valve should unexpected water be introduced. An external water detection test switch and indicator light to be included on the control panel.
- b) **Air Eliminator and Pressure Relief Valves:** The filter vessel to include a ¾" air eliminator mounted on filter with a ¾" line plumbed back to product tank. A ¾" pressure relief valve set at 150 PSI, mounted on the filter, plumbed back to the product tank with ¾" tubing.
- c) **Differential Pressure Gauge (DP):** Direct read 0-30 PSI differential pressure gauge mounted in the open left-hand side of the control panel in the equipment module. The DP gauge to measure the pressure drop across the filter vessel. The DP gauge to include a purge valve to allow for testing and to be plumbed back to the product tank.
- d) **Sample Connections/Sample Ports:** Two (2) ¼" couplings, with one (1) coupling located upstream of the filter and one (1) coupling located downstream of filter for sampling fuel. Each coupling to be equipped with Millipore or equivalent fuel sampling dry break disconnects with caps.

19) Deadman Controller/Storage: 12V electric Deadman Gammon style control and heavy-duty orange curly cord to be mounted inside an aluminum Deadman control storage box with flat top lid (drivers' side). Activated Deadman controller to engage the inline deadman valve.

20) Flow Meters and Registers:

- a) Two (2) TCS 3000 electronic Meter registers.
- b) Electronic Slip Printer mounted on pedestal bracket in Cab.
- c) Pre-wired for Wireless Data Transfer Kit (without modem).
- d) Each meter must have TCS thermo-well blocks attached to upstream of meter.

21) Underwing Hose Reel: One (1) 3" electric rewind "single-wrap style", I-Hub swivel, sized for 2" x 50' hose installed behind the chassis cab and in front of the product tank, under the canopy. Hose reel to include non-ferrous internals and a swing joint. A shutoff valve to be installed upstream of the hose reel (Hannay or equal).

22) Overwing Hose Reel: Two (2) 2" electric rewind "drum style" hose reels sized for 1 ¼" by 50' hoses mounted in the enclosed equipment module. Hose reels to include non-ferrous internals and a swing joint. Shutoff valves to be installed upstream of the hose reels (Hannay or equal).

23) Specs for all Hose Reels: All fueling hose reels to be electric rewind with 12-V DC explosion proof motors, switches and circuit breakers and hose stops to be included.

- a) **Non-Ferrous internals** and aluminum swivel joints with Victaulic connections. Roller Assembly.
- b) Ball or roller bearings and allow for the reels to unwind freely.
- c) **Shut-off valves** installed upstream of each hose reel.
- d) **Electrical lines** to the hose reels to be automotive grade wiring harnesses (SAE approved). A manual reset circuit breaker (50-amp) to be provided for each hose reel. Bars installed underneath each hose reel to prevent hose dragging to the ground.
- e) **Manual rewind** systems with friction-type adjustable drag to be included.

24) Fueling Hoses: All fueling hoses to be approved for aviation refueling and manufactured to meet the latest API 1529, 6th Edition, Grade 2, Type C. Couplings fabricated of non-sparking metal, standard male NPT screw couplings, affixed by machine. Test Certificates to be included.

- a) **Underwing Fueling Hose:** One (1) 2" by 50' underwing (OMNI Brand) fueling hose with MxM couplings installed on the underwing hose reel.
- b) **Overwing Fueling Hoses:** Two (2) 1 1/4" by 50' overwing (OMNI Brand) fuel hoses with MxM couplings installed on each of the drum style multi-wrap hose reels for overwing fueling.

25) Venturi: One (1) aluminum constructed venturi with Victaulic inlet and outlet connections to compensate for pressure loss. The venturi to include a needle valve for adjustment. (ClaVal)

26) Underwing Nozzle: One (1) 2 1/2" standard bayonet underwing nozzle with swivel and heavy-duty nose seal, 100 mesh strainer and dust cap. (Whittaker F116 with Heavy Duty Nozzle Seal)

27) Overwing Nozzles: Two (2) 1 1/2" overwing nozzles with 100 mesh strainers, jet flare spouts and dust caps. (OPW 295SAJ-0200)

28) Brake Interlocks/Warning Lights/ Nozzle Interlocks/Nozzle Stowage: All fueling equipment to be equipped with a brake interlock fail safe system. Unit must be locked in the neutral position when an interlock is engaged, or the engine must stall if there is an attempt to shift the truck from neutral to drive while an interlock is engaged. This is in addition to all standard brake interlocks.

- a) **Nozzle Interlocks and Stowage:** Nozzle stowage brackets to allow for easy removal and stowage of the nozzles. Holders to be installed to ensure hoses are not forced or kinked in stored position.
- b) **Brake Interlocks:** Nozzle holders to include electric proximity switches to send a signal to set chassis brakes and immobilize refueler when nozzles are removed from stowage brackets. All brake interlocks shall activate the chassis parking brake and immobilize the refueler upon the following actions.
 - a. When off-loading internal valve is open (tankers).
 - b. When the bottom loading gate is open (tankers).
 - c. When nozzles are removed from stowage brackets.
 - d. When the refueler is in pump mode or dispensing mode.

An interlock override system to be installed in the dash board of the chassis cab. The system to include a switch, safety wired in the normal position (i.e. with interlocks fully activated), and to include an "interlock Override" indicator light.

- c) **Brake Interlock Warning Lights and Alarms:** Refueler to be equipped with a 2" amber light to alert the driver if an interlock is engaged, along with a 2" red light to alert the driver if the interlock override has been activated and the brake interlock system is bypassed.

29) Bottom Loading and High-Level Automatic Shutoff (Passenger Side) One (1) 2 ½" bayonet type adapter and shut-off valve along with associated piping connected to the internal valve.

- a) **Interlock Gate:** A brake interlock gate to be provided to actuate the brake interlock system, open the tank vent automatically, and prevent the refueler from moving during bottom loading.
- b) **Quick Acting Shut-Off:** A quick acting shut-off valve to be installed downstream of the bottom load adapter. A pressure gauge shall be installed to measure the bottom loading supply pressure and is upstream of the quick acting shut-off valve.
- c) **Pre-Check:** A pre-check valve located in the pressure line to the jet sensor shall be included. Additionally, the shut-off system shall be capable of being tested for proper operation without removal, and be capable of being removed or installed from the manhole without entering the product tank (with adequate tubing supplied for this purpose).
- d) **Balanced Piston Type Valve:** the bottom loading emergency valve to be of balanced piston type.

30) High-Level Automatic Shutoff (Primary): A Primary 2 wire optical sensor for automatic high-level shutoff to include a thermistor socket to send a signal to the fueling rack to shut down when the product level reaches the maximum height.

31) High-Level Automatic Shutoff (Secondary): A secondary automatic high-level shutoff system to be provided. Shutoff system to use a jet sensor type automatic high-level shut-off to close the Emergency Valve when the product tank is filled to maximum capacity.

32) Recirculation Adapter: Tank shall have a recirculation stub on the driver side of rear tank for primary pressure checks, maintenance, and testing. The tank inlet to include a shear section.

33) Piping and Fittings: All piping and product transfer lines to consist of seamless stainless steel appropriately sized for the rated flow and shall meet the following minimum standards:

- a) **PSI Rating:** All piping shall be rated and tested to 150 PSI working pressure and 225 PSI test pressure.
- b) **Fittings:** All fittings shall be stainless steel with pre-formed belled ends. 3/8" stainless steel couplings with brass plugs may be installed in low points for drains. The tank outlet to include a shear section below the internal valve.
- c) **Victaulic Couplings:** Victaulic couplings to be installed at appropriate points to permit removal of valves and other components for ease of maintenance and to absorb excessive vibration. All gasket material to be a combination cork-Buna N or a non-asbestos type composition for aviation fuels. No exclusively cork or Buna-N gaskets are permitted. Suitable brackets with U-bolts shall be installed to prevent excessive movement of piping and all components to be adequately supported.
- d) **Closed System:** the refueling system to be arranged so that all fuel which passes through delivery meter is delivered to the aircraft and cannot be diverted elsewhere.

34) Drain, Fuel and Pneumatic Lines: All drain and sump lines consist of Synflex tubing with spring loaded ball valves and terminate in camlock fittings with dust caps.

All pneumatic lines to include "push type DOT approved" quick-disconnect fittings, and all fuel lines to include "compression type" fittings DOT approved.

35) Gauge Panel/Control Panel and Gauges: An aluminum fully accessible gauge panel/control panel shall be installed on the driver's side. All components and gauges on the panel shall be identified with fuel/UV resistant labels and the panel shall be illuminated. The control panel shall include the following:

- a) **Differential pressure gauge:** 0-30 PSI increment direct reading D.P. gauge w/purge valve.
- b) **Nozzle pressure gauge:** a 4", color coded nozzle pressure gauge shall be provided with measurement in 2 PSI increments. Nozzle pressure gauge shall include a gauge test port to allow easy inspection of the gauge (test port via Millipore style connection).
- c) **Pump pressure gauge:** 0-160 PSI.
- d) **PTO indicator light:** PTO Status: Green=Engaged.
- e) **Water detection indicator:** shall include a water detector light to indicate presence of water.

36) Programmable Logic Controller: The refueler shall include a programmable PLC logic control system to reliably manage the functions of the refueler. The PLC system shall manage the following functions:

- a) Brake interlocks, emergency shutdowns, throttle modes, Deadman, etc.
- b) The PLC shall include a centrally located and easily accessible control panel inside the chassis cab, with LED indicator lights, to report the status of every control related component of the refueling system.
- c) The fueling operator shall be able to immediately determine the status and location of any control related anomaly arising from a failed switch or other irregularity.

37) Electrical System: The Electrical system shall include the following:

- a) A master battery disconnect switch to isolate the electrical systems from the battery source.
- b) A twelve-volt electrical system wiring numbered to match the engineering schematics. Each circuit to include over-current protection.
- c) All wires insulated with material impervious to the effects of petroleum fuels.
- d) All conduit professionally installed to eliminate bends or sharp curves.
- e) All conduit to be securely anchored throughout the entire length.
- f) All circuit breakers and solenoids to be mounted in an easily accessible location.
- g) Overcurrent protection shall be provided for each circuit.

38) Lighting System: Refueler to include lighting, clearance lights, and back-up lights and meet applicable U.S. DOT requirements. All light fixtures and junction boxes to be weather, dust and vapor tight. All lenses and bulbs to be easily accessible for replacement. Two (2) clear back-up lights and two (2) red combination stop, tail and turn signal lights to be mounted on the rear bumper as follows:

- a) Two (2) red marker lights – one (1) on each side of the rear corners of the refueler.
- b) Two (2) amber marker lights - one (1) on each side of the tank, located at tank mid-section. Three (3) red clearance lights on the rear of the overturn rail (per DOT 406 requirements).
- c) Equipment and meter lights covered to prevent glare and direct light onto surrounding equipment.
- d) Equipment and marker lights to operate with the existing chassis parking switches.

39) Pneumatics (Minimal Use of Pneumatics): A minimal amount of pneumatics shall be used on the refueler. Pneumatic lines shall include "push type" DOT approved quick-disconnect fittings, and all fuel lines include "compression type" DOT Approved brass fittings. Pneumatic lines color coded "green".

Section #4: Additional Features, Safety and Testing Requirements:

- 40) Flashing Safety beacon** mounted on the front of the tank.
- 41) Master Battery shut-off switch.**
- 42) Folding Ladder storage brackets** for two (2) step ladders.
- 43) LED spotlights** Two (2) attached to driver's side overturn rails, front/rear. One (1) LED bar light mounted on driver's side of canopy (for illumination of U/wing reel).
- 44) Camlock dust caps** on all drains and sump outlets.
- 45) Engine Hour Meter.** Truck chassis equipped with engine hour meter.
- 46) Engine Block Heater.** Truck chassis equipped with engine block heater.
- 47) Back-Up Alarm** activated when chassis is shifting into "reverse" mode.
- 48) Bonding Reel:** Spring rewind.
- 49) Fjord Dust Covers,** color coded to be included on all fueling nozzles.
- 50) Emergency Shut-Down System:** Two (2) Emergency operators for emergency shut-down. One (1) internal valve operator handle mounted on the driver's side, and one (1) E-Pull cable type mounted on the passenger side (rear). The Emergency Shut down system should close internal valve and disengage the PTO.
- 51) Fire Extinguishers:** Two (2) 20lb dry agent (BC) fire extinguishers shall be included – one (1) on the driver's side of the refueler, and one (1) on the passenger's side of the refueler.
- 52) Rear Bumper:** A rear-mounted steel channel bumper shall be designed, constructed and installed in conformance with DOT-406 and will include hooks for storage of customer supplied ladders.
- 53) Testing:** Fueler shall be thoroughly flow tested in accordance with specification to all performance criteria. A test record to be supplied and maintained for future reference.
- 54) Manuals:** All equipment shall be delivered with a complete set of operating manuals (hard copy and electronic copy).
- 55) Painting and Decals:** The chassis cab to remain factory white. The product tank to be brushed stainless steel. The fueling equipment and brackets shall be painted one color with polyurethane paint. All appropriate and required decals, operating placards and warning labels to be included.
- 56) Placards:** All Safety/emergency control and fuel product decals to be installed to comply with NFPA 407.

Section #5 Chassis Specifications for 5,000 Gallon Jet Refueler:

- Chassis Make/Model:** New International Model HV, 4 x 2 (w/single rear axle) conventional chassis cab (or equal).
- Engine:** For use in the USA shall include the newest model Cummins Diesel (or equal).
- Transmission:** Allison 5-Speed automatic 3000/3500 series with PTO provision (or equal).
- Wheel Base/C.A.:** 260" wheel base (193" cab-to-axle).
- Frame:** Heat treated alloy steel "C" channel reinforced frame rails – 120,000 PSI.

Front Axle/Suspension: 14,000# capacity, wide track, I-beam type (with power steering). Includes parabolic spring suspension with shock absorbers.

Rear Axle/Suspension: Airport rated SGL RA 38K RS-38-380 Double Reduction, 38,000 lb capacity, W Wheel Ends Chalmers 40,000 lb. capacity rubber suspension.

Brakes: Air brakes 16.5" x 6" front, 16.5" x 7" rear with spring activated parking brake rated for 56,000 lb. max GVW.

Tires: Front (2 each) 12R22.5; Rear (4 each) 315/80R22.5.

Alternator: Brush type, 12V, 160 amp.

Batteries: Two (2) 12 Volt 1850 CCA total, Maintenance Free.

Compressor: Bendix Tu-Flow 550/13.2 CFM.

Air Dryer: Bendix AD-9 with heater.

Exhaust: Exhaust system shall be modified to discharge on the passenger side and in front of the product tank.

Accessories Included: Two (2) front hooks, frame mounted; Gauges: High water temperature, Low oil pressure light & buzzer, fuel level, transmission fluid temperature, DEF level; Engine Hour Meter; Fuel tank-50 gallon; Engine block heater; Master battery disconnect switch with lock-out provision; Mirrors (2) rectangular with integral convex mirrors, 7.55" x 14.1".

Accessories Excluded: Air conditioning; Radio; Power Windows; Cigarette Lighter.

PROPOSAL FOR PURCHASE OF JET A REFUELER TRUCK

TO: The City of Kearney
18 East 22nd Street
P.O. Box 1180
Kearney, Nebraska 68848

The undersigned hereby certify that we have personally and carefully examined the specifications for your purchase of two (2) Jet A refueler trucks. We understand and agree that the City of Kearney reserves the right to reject any or all bids as provided by Section 1-1505 "Formal Contract Procedure" of the Kearney City Code, to award the bid in part or in whole, and to waive any technicalities in awarding the bid.

Having made such examination, the undersigned hereby agrees to sell the following new Jet A refueler trucks provided that the trucks are acceptable after an inspection by the City of Kearney personnel and that the bid is accepted by the Kearney City Council.

Truck #1:

Cab/Chassis Manufacturer	Model Number	\$ _____ Amount
Fuel Tank Manufacturer	Model Number	\$ _____ Amount

Truck #2:

Cab/Chassis Manufacturer	Model Number	\$ _____ Amount
Fuel Tank Manufacturer	Model Number	\$ _____ Amount
Total Bid		\$ _____

Estimated delivery date: _____

The undersigned further agrees to deliver two (2) Jet A Refueler trucks to the Kearney Regional Airport at 5145 Airport Road, Kearney, Nebraska after notification of bid acceptance has been given and by the anticipated delivery date listed below. Delivery of the Jet A Refuelers will be at the bidder's expense and the City of Kearney will not be responsible for any delivery expenses incurred.

I further understand that payment will not be made until the truck is delivered with all paperwork including the invoice, Nebraska sales tax certification, certificate of origin, odometer statement and other documentation necessary to license the truck.

Dated this _____ day of _____ 2020.

Bidder/Company Name	(Telephone Number)
(Business Address)	(E-Mail Address)

Check appropriate box: Individual/Sole Proprietor Corporation Partnership Other _____

Employer Identification Number or Social Security Number _____

By: _____
Authorized Signature

Certificate of Buy American Compliance for Manufactured Products

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (✓) or the letter "X".

- Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:
- a) Only installing steel and manufactured products produced in the United States;
 - b) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
 2. To faithfully comply with providing U.S. domestic product.
 3. To furnish U.S. domestic product for any waiver request that the FAA rejects
 4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
1. To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that supports the type of waiver being requested.
 2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may result in rejection of the proposal.
 3. To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
 4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver – The cost of the item components and subcomponents produced in the United States is more that 60 percent of the cost of all components and subcomponents of the "item". The required documentation for a Type 3 waiver is:

- a) Listing of all product components and subcomponents that are not comprised of 100 percent U.S. domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.

- c) Percentage of non-domestic component and subcomponent cost as compared to total “item” component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver – Total cost of project using U.S. domestic source product exceeds the total project cost using non-domestic product by 25 percent. The required documentation for a Type 4 of waiver is:

- a) Detailed cost information for total project using U.S. domestic product
- b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Date

Signature

Company Name

Title