

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER
150 GREENWICH STREET, 21ST FL.
NEW YORK, NY 10007

8/8/2019

ADDENDUM #4

To prospective Bidder(s) on Bid #57808 - Supply and Deliver Aircraft Refueling Hydrant Service Vehicles - Central Automotive Division (CAD)

Due on 8/21/2019, no later than 11:00AM

I. CHANGES/MODIFICATIONS

The following changes/modifications are hereby made to the solicitation documents:

- A) Page 6, Section I. Cab-Chassis Specifications, subsection 2, entitled "Engine," *delete* "b. 6 or 8 Cylinders" and *replace* with "b. 8 cylinder 6.6l engine."
- B) Page 12, Section I. Cab-Chassis Specifications, subsection 9, entitled "Frame," last paragraph, *delete* the last sentence in its entirety.
- C) Page 27, Section II. Aircraft Refueling System Specifications, subsection 9, entitled "Product Flow Meter", item B, entitled "Electrical/Electronic Interconnect Box," update as follows:
 - i) *Delete* the title in its entirety and *replace* with "Electrical Box".
 - ii) First paragraph, first sentence after "The," *delete* "interconnect" and *replace* with "electrical".
 - iii) First paragraph, fourth sentence after "The," *delete* "interconnect" and *replace* with "electrical".
- D) Page 30, Section II. Aircraft Refueling System Specifications, subsection 10, entitled "Piping, Fittings, Valves & Swivels," subparagraph C, entitled "Fuel Controls Lines, Sump Drains And Fuel Systems Components," *add* "or braided/flexible Stainless-steel PTFE lines" to the first sentence, after "stainless steel fittings".
- E) Page 31, Section II. Aircraft Refueling System Specifications, subsection 11, entitled "Refueling Control System," subsection 1, entitled "Flow Rate Limits", *delete* subsection b in its entirety.
- F) Page 34, Section II. Aircraft Refueling System Specifications, subsection 11, entitled "Refueling Control System," under the paragraph entitled "Refueling System," subsection 7, entitled "Hydrant Coupler Control System," *delete* "flow rate and" from the second paragraph, first sentence, after "sense".

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- G) Page 39, Section II. Aircraft Refueling System Specifications, subsection 16 entitled “Fuel Recovery System” under the paragraph entitled, “Hydrant Reel and Ground Refueling Hose Reel,” in the second paragraph, *delete* the third sentence in its entirety and *replace* with the following: “The hydrant hose reel shall have a capacity of 65 feet of three-inch (3”) hose and the ground hose reel shall have a capacity of 65 feet of two and one half (2 ½”) inch hose.”
- H) Page 39, Section II. Aircraft Refueling System Specifications, subsection 16 entitled “Fuel Recovery System” under the paragraph entitled, “Hydrant Reel and Ground Refueling Hose Reel,” in the third paragraph, first sentence, after “M-490” *add* “or Port Authority approved equal”.
- I) Page 40, Section II. Aircraft Refueling System Specifications, subsection 17, entitled “Hydrant Pit Valve Control Hose Reel and Hydrant Coupler Control Hose Reel,” after the first sentence, *add* “If utilizing a hydraulic control system, provide one reel with a short stinger hose to connect to the hydrant valve.”
- J) Page 41, Section II. Aircraft Refueling System Specifications, subsection 18, entitled “Static Grounding Posts,” in the first sentence, *delete* “grounding reel” and *replace* with “storage hook.”
- K) Page 43, Section II. Aircraft Refueling System Specifications, subsection 20, entitled “Hydrant Coupler”, in the third paragraph, first sentence, after “of” *delete* “225” and *replace* with “200”.
- L) Page 44, Section II. Aircraft Refueling System Specifications, subsection 21, entitled “Hydrant Coupler Storage Holders”, in the second paragraph, first sentence, after “aluminum” *add* “, carbon steel or stainless steel”.
- M) Page 49, Section II. Aircraft Refueling System Specifications, subsection 26 entitled “Electrical System,” in paragraph B entitled “General Electrical System Design”, subparagraph v, after “OptiFuse Part Number BLR-I-310 fuse block” *add* “or approved equal”.

II. BIDDER’S QUESTIONS AND ANSWERS

The following information is available in response to questions submitted by prospective Bidders. The responses should not be deemed to answer all questions, which have been submitted by Bidders to the Port Authority. It addresses only those questions, which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Bidders does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction, or implication with respect to the terms.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the Contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Bidder, by submitting its Bid, expressly agrees that it has not relied upon the foregoing information, and that it shall

not hold the Port Authority liable or responsible therefore in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, oral or in writing, shall impair or limit the effect of the warranties of the Bidder required by this Bid or Contract and the Bidder agrees that it shall not hold the Port Authority liable or responsible therefore in any manner whatsoever. The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.

<i>Question #1</i>	Will the Port Authority accept a Bid that cannot meet the seven units per month delivery requirement?
<i>Answer #1</i>	No.
<i>Question #2</i>	Can a Vendor submit more than one Bid?
<i>Answer #2</i>	A Vendor may submit Bids for more than one type of Vehicle.
<i>Question #3</i>	Does the Port Authority require the Vendor to have a factory trained qualified service representative on site after the first four (4) vehicles have been placed into service?
<i>Answer #3</i>	No. Please refer to page 5, section D, entitled “Factory Service Representative”, second paragraph.
<i>Question #4</i>	Does the Port Authority require a digital pressure control system?
<i>Answer #4</i>	No. Please refer to Changes/Modifications “F” above.
<i>Question #5</i>	Page 39, paragraph entitled, “Hydrant Reel and Ground Refueling Hose Reel,” requires the ground refueling hose reel to be sized for 50 feet of 2.5-inch hose; however, on page 42, paragraph B, there is a requirement for 65 feet of 2.5-inch hose. Please clarify how long the ground refueling hose shall be.
<i>Answer #5</i>	Please refer to Changes/Modifications “G” above.
<i>Question #6</i>	Would a single hose that allows more than 400 GPM be acceptable?
<i>Answer #6</i>	Yes. Please refer to Changes/Modifications “E” above.
<i>Question #7</i>	Does the Port Authority require an EMR3 installed?
<i>Answer #7</i>	No. Please refer to Changes/Modifications “C” above.
<i>Question #8</i>	On page 37, section 14, there is a requirement for a six-inch (6”) check valve after the meter. What is the purpose of this check valve?
<i>Answer #8</i>	A check valve is required in this location to protect the meter.

<i>Question #9</i>	Would the Port Authority accept a Red Dot reel rewind switch?
<i>Answer #9</i>	Yes. Please refer to Changes/Modifications "H" above.
<i>Question #10</i>	Page 41, paragraph 18, references a grounding reel, but the paragraph above calls for a grounding cable on hooks, no reel. Please clarify.
<i>Answer #10</i>	Yes. Please refer to Changes/Modifications "J" above.
<i>Question #11</i>	Would a stainless steel or epoxy coated carbon steel vessel be an acceptable substitute for an aluminum filter/separator?
<i>Answer #11</i>	No.
<i>Question #12</i>	Page 30, section 18, paragraph C, requires stainless steel sense lines. Are braided, flexible lines acceptable?
<i>Answer #12</i>	Yes. Please refer to Changes/Modifications "D" above.
<i>Question #13</i>	Is it required to display whether the primary or secondary control system is in use?
<i>Answer #13</i>	No. Please refer to Section 12 entitled "Pressure Control System Equipment Requirements, paragraph 3 entitled "Refueling System Nozzle Pressure Gauges."
<i>Question #14</i>	Would a non-pressure vessel recovery tank be acceptable?
<i>Answer #14</i>	No.
<i>Question #15</i>	On page 40, section 17, two spring rewind reels, one for the hydrant valve command hose and one for the hydrant coupler command line, are described. This set up is required for a digital system; however, a traditional hydraulic control system would have these two hoses combined with a short stinger hose to connect to the hydrant valve. Is this acceptable?
<i>Answer #15</i>	Yes. Please refer to Changes/Modifications "T" above.
<i>Question #16</i>	Hydrant couplers from the three major manufacturers are only rated to 200 PSI operating pressure. Is this acceptable?
<i>Answer #16</i>	Yes. Please refer to Changes/Modifications "K" above.
<i>Question #17</i>	On page 44, section 21, the hydrant coupler holder is specified to be manufactured from aluminum. Is carbon steel or stainless steel acceptable?

<i>Answer #17</i>	Yes. Please refer to Changes/Modifications “L” above.
<i>Question #18</i>	On page 49, section B, paragraph v, it specifies an Optifuse BLR-I-310 fuse block. Are modular terminal blocks acceptable?
<i>Answer #18</i>	Yes. Please refer to Changes/Modifications “M” above.
<i>Question #19</i>	On page 50, section B, paragraph xii, there is a requirement that, “Wires shall be enclosed in protective high temperature wire loom....” We use SOO cable. Is this acceptable?
<i>Answer #19</i>	Yes.
<i>Question #20</i>	On page 60, section 35, there is a requirement that the cab must be painted. The cab will come from the factory already painted white. Will the chassis cab factory paint job be acceptable?
<i>Answer #20</i>	Yes.
<i>Question #21</i>	NFPA 407 no longer requires a spark arrester unless the engine is a carbureted engine. Since these will be fuel injected engines, can the spark arrester be left off?
<i>Answer #21</i>	No.
<i>Question #22</i>	The rear overhang frame options for these chassis are very limited and may require some additional frame be added to the chassis. Is this acceptable?
<i>Answer #22</i>	Please refer to Changes/Modifications “B” above.
<i>Question #23</i>	On page 50, section C, entitled “Refueling System Electrical Design”, would a CAN-Bus system be acceptable?
<i>Answer #23</i>	No.
<i>Question #24</i>	Is it acceptable to have the brake lock system installed and tested at the chassis providers facility?
<i>Answer #24</i>	No.

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

SELENE ORTEGA, MANAGER
COMMODITIES AND SERVICES DIVISION
PROCUREMENT DEPARTMENT

BIDDER'S FIRM NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO
SHANTA NELSON, WHO CAN BE REACHED AT (212) 435 -4661 OR AT
SNELSON@PANYNJ.GOV.