

**Solicitation Number: 2017-007-RFP**

**Addendum Number: 1**

**1500 Gallon Diesel & Unleaded Fuel Truck**

**Due Date and Time: September 6, 2017 at 10:00 am Arizona time**

***Phoenix-Mesa Gateway Airport Authority (PMGAA) must receive a signed copy of this addendum acknowledging receipt. Signed addendum must also be included with proposal or bid.***

The following question were received in writing prior to the deadline:

**Q** - P.8 Tank, #2: The RFP calls for a “stainless”, 1500 gallon, product tank.  
Please confirm an aluminum product tank is acceptable (i.e. in lieu of a stainless steel tank).  
**A** – An aluminum tank is acceptable.

**Q** - P.8 Tank, #4: The RFP calls for “isolated bottom loading systems (...) along with required vapor recovery...”.  
What model of bottom loading connections/adapters and vapor recovery connections/adapters are required?

**A** – Bottom Load - The transport truck from which we receive fuel has 2”, 3” and 4” Dixon camlock connections. We would like to have different size connections for Unleaded and Diesel to avoid mixing of fuel.

Kamvalok couplers and adaptors or similar. Diesel could be a 3” and unleaded a 2”. Couplers would need to have screw in male camlock adaptors to connect to transport truck.



Similar setup as avgas vapor recovery. Recovery connection would need to be similar to Dixon 4030-C with screw in male camlock adaptors to connect to transport truck.

**Q** - Loading Rack Shut-Down: The RFP does not include minimum specifications pertaining to loading rack shut-down.

Is “loading rack shut-down” equipment required on the truck? (Such as a Scully System, etc?)

**A** - The Scully System is not applicable. The requirement is for a high-level shutoff protection, similar to avgas or jet.

**Q** - Maximum Speed: The RFP does not include minimum specifications pertaining to maximum speed.

Is there a “maximum speed” setting required for the truck?

**A** - The maximum speed required is 35 miles per hour.

**Q** - The spec for the subject fuel truck calls out the following:

Isolated bottom loading systems (with auto high-level shut-off) along with required vapor recovery for the unleaded storage compartment.

Please clarify, the intent is for the fuel truck to have Stage II Vapor Recovery meeting the requirements of CARB Phase II.

**A** – PMGAA is unsure if there are any requirements for stage I or stage II vapor recovery. PMGAA would like to fill our truck through bottom loading, and are unsure where recovering unleaded vapors falls. PMGAA currently receives our fuel from tanker trucks. The proposed fuel truck needs to meet all current Arizona and federal requirements.

Note: At some point in the future PMGAA may have our own storage tank that we will refill the fuel truck from.

ALL OTHER PROVISIONS OF THE SOLICITATION SHALL REMAIN IN THEIR ENTIRETY.

Offeror hereby acknowledges receipt and understanding of above addendum.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name and Title

\_\_\_\_\_  
Name of Company

The above referenced Solicitation Addendum is hereby executed August 21, 2017 at PMGAA, Mesa, Arizona.

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Marian Whilden

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Procurement Coordinator  
Phoenix-Mesa Gateway Airport Authority