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Date: 09/06/2022

RFB TO-23-06 Lift System

TOPEKA METRO TRANSIT

Richard Appelhanz
21 North Kansas Avenue
Topeka, KS 66603
appelhanz@topekametro.org (785) 730-8621

RDI Equipment has reviewed specifications related to RFB TO-23-06 Lift System.

Lift Removal / Installation: Performed by Brandon Baty OMER-USA Factory Technical Service Manager and RDI

- Rental of lift equipment to off-load new lift & remove existing lift
- Terminate power at circuit breaker to existing lift control console
- Disconnect power lead from control console
- Disconnect hydraulic hoses and block off lines to mitigate fluid loss. Disconnect air lines & light wiring from console and lift - Remove control console - Remove old lift runways; existing anchor bolts will be cut flush with floor
- 28' Runway Length KAR 290 Vertical Rise Platform Lift 64,000 lb. capacity
- ALI Certified Rolling Jacks (2)-26,000 lb. 52,000 lb. Total Capacity
- LED Light kit - 45" Spacing - 30" Wide runways - 104" Long drive-on approach ramps
- Compressed air connection to existing air outlet
- Coordination with local recycler for lift recycle
- Confirm placement of new lift with appropriate staff member, secure new control console to floor
- Level runways & anchor lift feet plates
- Run hydraulic, low voltage electrical & air lines through existing underground conduit/raceway to new control console
- Provide new hydraulic & wiring raceway / conduit to control console, to include concrete rework if required
- Holloway Electric 785.233.5700 (Kevin Holloway) will provide electrical connection to new lift console
- Synchronize runways, install rolling jacks, test & train staff on safe operating procedures including preventative maintenance

RDI Equipment brings 7+ years of heavy duty equipment experience to your project. Factory Authorized & Trained: OMER-USA, Bee Line Co. Emanuel Railway Lifting Solutions & VIS - Vehicle Inspection Systems Distributor.

OMER-USA Users

- Harlan Hirsch: harlan@kaukauna-wi.-org 920.205.2190
City of Kaukauna WI - KAR Vertical Rise 350 66,000 lbs.
- Jeff Bursch: jeffrey.burch.2@us.af.mil 623.760.7368
Arizona Air National Guard Phoenix AR - KAR 290 33' Long 64,000 lbs.
- Jeff Taylor: jeff@allaccesscoach.com 615.230.7400
All Access Coach, Gallatin TN - Coach Shop Alignment and Service bay - KAR 350 77,000 lbs.
- Joel Senical: SenicalJ@HillsboroughCounty.ORG 813.635.5006
Hillsborough County FL. - 5+ Several Mechanical Bays KAR Vertical Rise 77,000 lbs. & VEGA Parallelograms 99,000 lbs.
- Andrew Ettles: Andrew.Ettles@austintexas.gov 512.247.8130
City of Austin - Austin TX - (2) KAR 350 77,000 lbs. Vertical Rise Lifts



August 8, 2022

Request for Bids TO-23-06

Lift System

Single-Job Contract

Topeka Metropolitan Transit Authority (Metro) is requesting bids from qualified firms to purchase and install a Lift System at our Maintenance Building location at 200 NW Crane Street in Topeka, Kansas.

Metro currently has a stationary hydraulic lift in the inspection bay of our maintenance facility. This lift is used several times each day and was installed in 1998. Metro would like to purchase and have installed a 50,000 lbs. capacity Lift System and two 25,000 lbs. capacity Rolling Jacks for the Lift. Installation should include the lift, jacks, console, any and all electrical conduit, electrical hook-up, air hook-up, forklift rental, and any and all other costs to make the lift fully operational. Installation should also include the removal and disposal of the existing lift system. Metro also requests there be no obstructions or trip hazards under both the lift and the lift runway. (See attached pictures of Metro's current lift.)

Proposers shall have sufficient experience and qualifications to install the Lift System and all other necessary components to render the lift system operational. Proposers will be responsible for all aspects of this project, including but not necessarily limited to:

- prepare site if necessary;
- install Lift System including the Rolling Jacks, Console, electrical conduit and hook-up, air hook-up, forklift rental, and any and all other costs to make the Lift System fully operational;
- surface mount installation;
- led lighting and air must be included;
- follow all contract requirements on pages 3-7;
- acquire all necessary licenses, certifications, and permits, and payment of fees for same;
- furnish all labor, material and equipment necessary for satisfactory contract performance;
- hire all subcontractors and ensure their compliance with contractual requirements; and,
- ensure that the Lift System is professionally installed and ready for use upon completion.

If you would like to inspect the site, you may schedule your site visit with:

Alan Parrish, Director of Maintenance
maintenance@topekametro.org
785-730-8690

This will be a single-job contract. Provide your completion date on the Price Quote form.

General Instructions

Bids must be submitted in the following format:

- 1) Cover sheet signed by the individual authorized to commit the firm to perform the contract requirements, including your firm's name, address, phone, fax, and email;
- 2) Provide a description of your understanding of, and ability to fulfill the specifications and services requested in this RFB;
- 3) Provide a description of your firm's experience and qualifications. Supply at least three references with current contact information, for which you have provided the same or similar services as specified in this RFB; and,
- 4) The completed cover letter, price quote and certifications on pages 8-15.

In order to be considered for contract award, your bid must be received in the Metro office by **1:00pm on Thursday, September 8, 2022.** Bids received after the deadline will not be considered.

Following are the evaluation criteria, listed by degree of importance. A criterion may have multiple elements with varying degrees of importance.

Experience and Qualifications
Price
Scheduling

The cover sheet, price quote form and the certifications on pages 8-15 are part of your bid and must be completed by all bidders. Bids that do not include the completed price quote and fully executed certifications may not be considered. The successful bidder will be required to follow the contract clauses on pages 3-7.

No advantage shall be taken by the contractor or any subcontractor in fulfilling the terms of this project due to omission of specifications by Metro.

Topeka Metro's current DBE goal is 1.62%. There is no DBE goal for this contract. If your firm is a DBE, or if you will be sub-contracting with a DBE, please attach a copy of the current DBE certificate.

Upon contract award, all proposals will be public record and posted to Metro's website. Metro recommends that proposers exclude any trade secret, proprietary or confidential information from their proposals.

Topeka Metro is a direct deposit payor. The successful bidder will be required to fill out a W-9 Form and the Topeka Metro Electronic Payment/ACH Authorization Form.

If you have any questions concerning this RFB, or if you need clarification or additional information, please contact Richard Appelhanz. Electronic submission of bids is preferred. If submitting bids on paper, please provide an original and three full copies. Bids are to be sent to:

Topeka Metropolitan Transit Authority
Attn: Richard Appelhanz
201 North Kansas Avenue
Topeka, KS 66603
785-730-8621 rappelhanz@topekametro.org

Questions must be received by Metro by August 22, 2022.

1.0 ACCESS TO RECORDS

The Contractor agrees to provide Metro, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Contractor also agrees, pursuant to 49 CFR 633.15 to provide the FTA Administrator or his authorized representatives including any PMO Contractor access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 USC 5302 and 49 CFR 633.5, which is receiving federal financial assistance through the programs described at 49 USC 5307, 5309 or 5311. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed. The Contractor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until Metro, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 2 CFR 200.333 and 2 CFR 200.336. FTA does not require the inclusion of these requirements in subcontracts.

2.0 ASSIGNMENT AND DELEGATION

Contractor shall neither delegate any duties or obligations under this contract, nor assign, transfer, convey, sublet, subcontract or otherwise dispose of the contract or its right, duty, title or interest in or to the same, or any part thereof, without previous written consent of Metro.

3.0 BUY AMERICA

The Contractor agrees to comply with 49 USC 5323(j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR 661.7. Separate requirements for rolling stock are set out at 49 USC 5323(j)(2)(c) and 49 CFR 611.11. Rolling stock must be assembled in the United States and have over 60% domestic content for deliveries prior to FY2018, over 65% for deliveries in FY2018 and FY2019, and over 70% for deliveries in FY2020 and thereafter. A bidder or offeror must submit to Metro the appropriate Buy America certification with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier sub-contractors.

4.0 CARGO PREFERENCE

The contractor agrees: (1) to use privately owned US-Flag commercial vessels to ship at least 50% of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the contract to the extent such vessels are available at fair and reasonable rates for US-Flag commercial vessels; (2) to furnish within 20 working days following the date of loading for shipments originating within the U.S. or within 30 working days following the date of loading for shipments originating outside the U.S., a legible copy of a rated, "on-board" commercial ocean bill-of-lading in English for each shipment of cargo described above to:

Division of National Cargo
Office of Market Development
Maritime Administration
Washington, DC 20590

with a copy to Metro (through the contractor in the case of a subcontractor's bill-of-lading); and, (3) to include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

5.0 CIVIL RIGHTS

- 5.1 Nondiscrimination – In accordance with Title VI of the Civil Rights Act, as amended, 42 USC 2000d, Section 303 of the Age Discrimination Act of 1975, as amended, 42 USC 6102, Section 202 of the Americans with Disabilities Act of 1990, 42 USC 12132, and Federal transit law at 49 USC 5332, the contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.
- 5.2 Equal Employment Opportunity – The following equal employment opportunity requirements apply to the underlying contract:
 - 5.2.1 Race, Color, Creed, National Origin, Sex – In accordance with Title VII of the Civil Rights Act, as amended, 42 USC 2000e, and Federal transit law at 49 USC 5332, the contractor agrees to comply with all applicable equal employment opportunity requirements of US Department of Labor (USDOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 CFR Parts 60 et seq., and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect activities undertaken in the course of the project. The contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the contractor agrees to comply with any implementing requirements FTA may issue.
 - 5.2.2 Age – In accordance with Section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 USC 623 and Federal transit law at 49 USC 5332, the Contractor agrees to refrain from discrimination against present and

prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

5.2.3 Disabilities – In accordance with Section 102 of the Americans with Disabilities Act, as amended, 42 USC 12112, the Contractor agrees that it will comply with the requirements of the US Equal Employment Opportunity Commission, “Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act,” 29 CFR Part 1630, pertaining to employment of persons with disabilities. In addition, the contractor agrees to comply with any implementing requirements FTA may issue.

5.3 The contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

5.4 If the contract involves federal funds, the provisions of this subsection do not apply. If the contract does not involve federal funds, and if contractor’s contracts with Topeka Metro for the current fiscal year cumulatively total more than \$5,000 and the contractor has four or more employees during the term of this contract, the contractor also agrees to observe the provisions of the Kansas Act Against Discrimination and the Kansas Age Discrimination in Employment Act and shall not discriminate against any person in the performance of work under this contract because of race, religion, color, sex, disability, national origin or ancestry. In all solicitations or advertisements for employees, the contractor shall include the phrase, "equal opportunity employer," or a similar phrase to be approved by Topeka Metro. If the contractor fails to comply with the reporting or other requirements of the Kansas Human Rights Commission under K.S.A. 44-1031 or K.S.A. 44-1116, and amendments thereto, the contractor shall be deemed to have breached this contract and it may be canceled, terminated or suspended, in whole or in part, by Topeka Metro. If contractor is found guilty of a violation of the Kansas Act Against Discrimination or the Kansas Age Discrimination in Employment Act under a decision or order of the Kansas Human Rights Commission which has become final, the contractor shall be deemed to have breached the present contract and it may be canceled, terminated or suspended, in whole or in part, by Topeka Metro. Contractor agrees to include the binding provisions of this subsection in every subcontract or purchase order so that such provisions will be binding upon such subcontractor or vendor.

6.0 CLEAN AIR AND WATER

Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 USC 7401 et seq., and the Federal Water Pollution Control Act, as amended, 33 USC 1251 et seq. Contractor agrees to report each violation to Metro and understands and agrees that Metro will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office. Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.

7.0 COMPLIANCE WITH LOCAL, STATE AND FEDERAL LAWS

Contractor shall at all times be solely responsible for complying with all applicable local, state and federal laws, ordinances and regulations in connection with the performance of this contract.

8.0 CONFIDENTIALITY

Between the date and time that proposals are due, until award of the contract by Metro, no information will be released which may have an adverse impact upon the negotiations or selection process. No information will be shared about the distinguishing characteristics or deficient characteristics of any proposal. All documents received by Metro are subject to the Kansas Open Records Act, KSA 45-215, et seq., and the Freedom of Information Act, 5 USC 552.

9.0 CONFLICT OF INTEREST

No director or employee of Topeka Metropolitan Transit Authority, during his/her tenure or within one year thereafter, shall have any interest, direct or indirect, in this contract or the proceeds thereof.

10.0 CONTRACT CHANGES

Any proposed change to this contract shall be submitted to Metro in writing for approval. No change in this contract shall be made unless Metro gives prior written approval. Contractor shall be liable for all costs, damages and/or liabilities, and for proper corrections, resulting from any specification change not properly approved in writing by Metro. Changes that have not been approved by Metro shall place Contractor in default of the contract.

11.0 DISADVANTAGED BUSINESS ENTERPRISE (DBE)

11.1 This contract is subject to the requirements of 49 CFR Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. Metro’s overall 2022-2024 goal for DBE participation is 1.62%; the race neutral goal is 0.37%, and the race conscious goal is 1.25%. There is no contract goal for this procurement.

11.2 The contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Metro deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

- 11.3 The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work from Metro.
- 11.4 The contractor may not hold retainage from its subcontractors.
- 11.5 The contractor must promptly notify Metro, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of Metro.

12.0 ENERGY CONSERVATION

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

13.0 EXCLUSIONARY OR DISCRIMINATORY SPECIFICATIONS

Metro will comply with the requirements of 49 USC 5323(h)(2) by refraining from using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

14.0 FEDERAL CHANGES

The contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Metro and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

15.0 FLY AMERICA

The contractor agrees to comply with 49 USC 40118 (the Fly America Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and subrecipients of Federal funds and their contractors are required to use U.S. flag air carriers for U.S. government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

16.0 INCORPORATION OF FTA TERMS

These contract provisions include, in part, certain Standard Terms and Conditions required by USDOT, whether or not expressly set forth in the included contract provisions. All contractual provisions required by USDOT, as set forth in the current version of FTA Circular C 4220.1, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The contractor shall not perform any act, fail to perform any act, or refuse to comply with any Metro requests which would cause Metro to be in violation of the FTA terms and conditions.

17.0 INDEMNIFICATION

Contractor shall be responsible for and indemnify, defend and hold harmless Metro, its directors and employees from all demands, claims, suits and settlements for loss of or damages to property, or personal injuries, including death to persons, and from all judgments recovered, and from all expenses incurred in defending or settling said claims or suits, or enforcing this provision, including court costs and attorney fees and other expenses arising out of the errors, omissions or negligent acts of the Contractor, its employees, or agents in connection with the goods and/or services provided under this contract.

18.0 INSURANCE

Contractor shall maintain for the duration of the contract such insurance as will protect it and Metro from all claims, including Workers' Compensation, and will hold Metro harmless from, and indemnify Metro for, all claims and damages which may arise out of or result from the Contractor's operations under this contract, whether such operations are by Contractor, by a subcontractor, by anyone directly or indirectly employed by them, or by anyone for whose acts any of them may be liable. Contractor will submit certificates or other proof of insurance to Metro, naming Metro as an additional insured, upon notification of contract award.

19.0 INTEREST OF CONGRESS

No member of or delegate to the Congress of the United States of America shall be admitted to any share or part of this contract or to any benefit arising therefrom.

20.0 LEGAL MATTER NOTIFICATION

Contractor agrees to notify Metro if a current or prospective legal matter emerges while this contract is in effect that may affect the Federal Government. Contractor also agrees to include this requirement in all subcontracts issued pursuant to this contract.

21.0 LOBBYING

Contractors who apply or bid for an award of \$100,000 or more shall file the certification required by 49 CFR 20.110, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a Member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 USC 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 USC 1352. Such disclosures are forwarded from tier to tier, up to Metro.

22.0 NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES

Metro and the contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of this contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to Metro, the contractor, or any other party (whether or not a party to this contract) pertaining to any matter resulting from this contract. The contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that this clause shall not be modified, except to identify the subcontractor who will be subject to its provision.

23.0 PATENT INFRINGEMENT

Contractor agrees that it will, at its own expense, defend all suits and all proceedings instituted against Metro, if such suits and proceedings are based on any claim that the materials or equipment provided by Contractor, or any part thereof, or any tool, article or process used in the manufacture thereof, constitutes an infringement of any patent. Metro will give Contractor prompt notice in writing of any suit or proceeding, and will give Contractor all needed information, assistance and authority to enable Contractor, through its legal counsel, to defend the same.

24.0 PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS

- 24.1 The contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 USC 3801, et seq. and US DOT regulations, "Program Fraud Civil Remedies," 49 CFR Part 31, apply to its actions pertaining to this project. Upon execution of this contract, the contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to this contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the contractor to the extent the Federal Government deems appropriate.
- 24.2 The contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 USC 5307, the Government reserves the right to impose the penalties of 18 USC 1001 and 49 USC 5307 on the contractor, to the extent the Federal Government deems appropriate.
- 24.3 The contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

25.0 RECYCLED PRODUCTS

The contractor agrees to comply with all of the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 USC 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247. recipients and sub-recipients may not use federally funded equipment, vehicles, or facilities.

26.0 SEAT BELT USE

In accordance with the provisions of Executive Order No. 13043, "Increasing Seat Belt Use in the United States," April 16, 1997, 23 USC 402 note, by adopting and promoting on-the-job seat belt use policies and programs for its employees and other personnel that operate company owned or rented vehicles or personally owned vehicles, and by including a "Seat Belt Use" provision in each third-party agreement related to the project.

27.0 SUSPENSION AND DEBARMENT

In accordance with 2 CFR Parts 180 and 1200, the contractor is required to verify that none of its principals or affiliates: 1) is included on the federal government's suspended and debarred list; 2) is proposed for debarment, declared ineligible, voluntarily excluded or disqualified; 3) within three years preceding this proposal, has not been convicted of or had a civil judgment rendered against them for (a) commission of fraud or criminal offense pertaining to performing a public transaction, (b) violation of any federal or state antitrust statute, or (c) embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property; 4) is indicted or charged by a governmental entity for any of the charges in 3) above; and 5) has had any public transaction terminated for cause or default within three years preceding this proposal. The contractor is required to include this requirement in any subcontracts related to this contract. By signing and

submitting its proposal, the proposer certifies that the certification in this clause is a material representation of fact relied upon by Metro. If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to Metro, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to verify that none of its principals or affiliates is included on the federal government's suspended and debarred list at any time throughout the period of this contract. The proposer further agrees to include a provision requiring the same compliance in its subcontracts related to this contract.

28.0 TERMINATION

Termination for Convenience – Metro may terminate this contract, in whole or in part, at any time by written notice to the contractor when it is in the Metro's best interest. The contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The contractor shall promptly submit its termination claim to Metro to be paid to the contractor. If the contractor has any property in its possession belonging to Metro, the contractor will account for the same, and dispose of it in the manner Metro directs.

Termination for Default – If the contractor does not deliver supplies in accordance with the contract delivery schedule, or, if the contract is for services, the contractor fails to perform in the manner called for in the contract, or if the contractor fails to comply with any other provisions of the contract, Metro may terminate this contract for default. Termination shall be effected by serving a Notice of Termination on the contractor setting forth the manner in which the contractor is in default. The contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by Metro that the contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the contractor, Metro, after setting up a new delivery of performance schedule, may allow the contractor to continue work, or treat the termination as a termination for convenience.

Opportunity to Cure – Metro in its sole discretion may, in the case of a termination for breach or default, allow the contractor ten (10) days in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions. If contractor fails to remedy to Metro's satisfaction the breach or default of any of the terms, covenants, or conditions of this contract within ten (10) days after receipt by contractor of written notice from Metro setting forth the nature of said breach or default, Metro shall have the right to terminate the contract without any further obligation to the contractor. Any such termination for default shall not in any way operate to preclude Metro from also pursuing all available remedies against contractor and its sureties for said breach or default.

Waiver of Remedies for Any Breach – In the event that Metro elects to waive its remedies for any breach by contractor of any covenant, term or condition of this contract, such waiver by Metro shall not limit Metro's remedies for any succeeding breach of that or of any other term, covenant, or condition of this contract.

Termination for Default (supplies and service contracts only) – If the contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension or if the contractor fails to comply with any other provisions of this contract, Metro may terminate this contract for default. Metro shall terminate by delivering to the contractor a Notice of Termination specifying the nature of the default. The contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in this contract. If, after termination for failure to fulfill contract obligations, it is determined that the contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of Metro.

COVER SHEET

Proposer Information

Company Name RDI Equipment
Address 1311 5th Ave N.
City, State, Zip Cold Spring, MN 56320
Main Phone 320.402.4085 rdingman@rdiequipment.com

Contact Person Information

Name Richard Dingman
Job Title President
Phone 320.402.4085
Alt. Phone _____
Email rdingman@rdiequipment.com

Signature 

Date: 09/06/2022

PRICE QUOTE

Proposer RDI Equipment

Lift System

OMER KAR 290CL-X-Y 64,000 LB. PLATFORM LIFT 50,000 lbs. capacity Lift System	\$ <u>96,549.00</u>
Two 25,000 lbs. capacity Rolling Jacks for the Lift	\$ <u>29,400.00</u>
Freight	\$ <u>5,000.00</u>
Installation – Including Lift Installation, Jacks Installation, Console Installation, Electrical Conduit and Hook-Up, Air Hook-Up, LED Lighting, Forklift rental, and any and all other costs to make the Lift System fully operational	\$ <u>6,000.00</u>
Removal of Existing Lift	\$ <u>2,000.00</u>
Other Costs Concrete /Conduit	\$ <u>4,250.00</u>
	\$ <u>0.00</u>
	\$ <u>0.00</u>
 Total Cost	 \$ <u>143,199.00</u>

Estimated Start Date 14-16 weeks ARO

Estimated Complete Date 12/23/2022
Typical installation time 1-2 days

Topeka Metro is tax exempt. Do not include sales tax in your proposed price.

BUY AMERICA CERTIFICATION

Proposer will certify either compliance or non-compliance, not both. This certification must be submitted with the proposer's response.

Certificate of Compliance with 49 USC 5323(j)

The bidder hereby certifies that it will meet the requirements of 49 USC 5323(j), and the applicable regulations in 49 CFR Part 661 and any amendments thereto.

Signature: _____

Name & Title: _____

Company: _____

Date: _____

Certificate of Non-Compliance with 49 USC 5323(j)

The bidder hereby certifies that it cannot comply with the requirements of 49 USC 5323(j) and 49 CFR 661.5, but it may qualify for an exception pursuant to 49 USC 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 CFR 661.7.

Signature:  _____

Name & Title: Richard Dingman President

Company: RDI Equipment

Date: 09/06/2022



U.S. Department
Of Transportation
**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue S.E.
Washington DC 20590

SEP 16 2016

Dear Colleague:

The Fixing America's Surface Transportation (FAST) Act made several changes to the Federal Transit Administration's (FTA) Buy America program. I write to highlight one of them and bring to your attention modifications that will impact the transit industry. As you know, FTA's Buy America statute requires that the steel, iron and manufactured products used in FTA-funded transit projects must be produced in the United States.

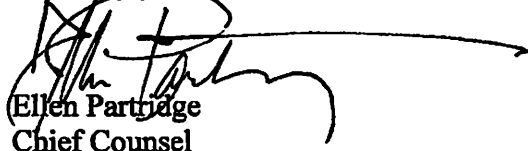
In 1995, FTA issued a general public interest waiver under 49 U.S.C. §5323(j)(2)(A) and 49 CFR 661.7(b) to exempt from its Buy America requirements all "small purchases," defined as purchases of \$100,000 or less, made by its recipients with FTA financial assistance, including capital, planning, or operating assistance. With the passage of the Uniform Guidance, also known as the Super Circular (2 CFR part 200), the definition of small purchases was tied to the simplified acquisition threshold in the Federal Acquisition Regulation (FAR), which increased the small purchase waiver to \$150,000. 2 CFR 200.88. Now, with the FAST Act, Congress has defined "small purchase" for purposes of the general public interest waiver as purchases of \$150,000 or less. 49 U.S.C. § 5323(j)(13). Notably, as it is now statutorily fixed, the small purchase threshold for purposes of Buy America will not increase with future adjustments made to the simplified acquisition threshold under the FAR.

Additionally, the statutory language is clear that the small purchase waiver applies to *purchases* of \$150,000 or less, regardless of the size of the project. Therefore, purchases made with FTA financial assistance, including capital, planning, or operating assistance, are subject to the waiver. The waiver applies both to purchases made directly by recipients or subrecipients and to purchases made by third-party contractors on behalf of the recipient or subrecipient. This provision of the FAST Act applies to all purchases made after October 1, 2015.

I also want to take the opportunity to clarify several points surrounding the practical applications of the waiver. The \$150,000 contract value is based on the total contract amount, including labor and options, and not just the value of the goods purchased. Also, be mindful that recipients are not permitted to break up procurements in order to stay under the \$150,000 threshold. Finally if your procurements may result in bids near \$150,000, recipients should include the Buy America certifications in the solicitation, with a note clarifying that if the bid is more than \$150,000, the bidder must certify per the Buy America requirements, but if the bid is \$150,000 or less, no certification will be necessary.

As always, thank you for your commitment to Buy America and U.S. jobs. As you take time to review the new FAST Act provisions, I encourage you to visit FTA's Buy America website at www.transit.dot.gov/regulations-and-guidance/buy-america/buy-america.

Sincerely yours,



Ellen Partridge
Chief Counsel

DISADVANTAGED BUSINESS ENTERPRISES (DBE) CERTIFICATION

This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. Metro's overall 2022-2024 goal for DBE participation is 1.62%; the race neutral goal is 1.25%, and the race conscious goal is 0.37%. There is no contract goal for this procurement.

The contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Metro deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work from Metro.

The contractor may not hold retainage from its subcontractors.

The contractor must promptly notify Metro, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of Metro.

Signature:



Name and Title: Richard Dingman President

Company Name: RDI Equipment

Date: 09/06/2022

FLY AMERICA CERTIFICATION

The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub-recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S. Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

Signature:  _____

Name and Title: Richard Dingman President

Company Name: President

Date: 09/06/2022

LOBBYING CERTIFICATION

The undersigned contractor certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. See 49 CFR 20.100.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. [Note: Pursuant to 31 USC 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure. See 49 CFR 20.400.]

The undersigned contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 USC 3801, et seq, apply to this certification and disclosure, if any.

Signature:



Name and Title: Richard Dingman President

Company Name: RDI Equipment

Date: 09/06/2022

NON-COLLUSION CERTIFICATION

This is my sworn statement to certify that this proposal was not made in the interest of or on behalf of any undisclosed entity. This proposal is not collusive.

This proposer has not been a party to any agreement or collusion in restraint of freedom of competition by agreement to bid a fixed price, to refrain from bidding, or otherwise. This proposer has not, directly or indirectly, by agreement, communication or conference with anyone, attempted to induce action prejudicial to the interest of Topeka Metropolitan Transit Authority, or of any proposer, or anyone else interested in the proposed contract.

Signature:  _____

Name and Title: Richard Dingman President

Company Name: RDI Equipment

Date: 09/06/2022

SUSPENSION / DEBARMENT CERTIFICATION

In regard to 2 CFR Parts 180 and 1200

In accordance with 2 CFR Parts 180 and 1200, the contractor is required to verify that none of its principals or affiliates:

- 1) is included on the federal government's suspended and debarred list;
- 2) is proposed for debarment, declared ineligible, voluntarily excluded or disqualified;
- 3) within three years preceding this proposal, has been convicted of or had a civil judgment rendered against them for (a) commission of fraud or criminal offense pertaining to performing a public transaction, (b) violation of any federal or state antitrust statute, or (c) embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
- 4) is indicted or charged by a governmental entity for any of the charges in 3) above; and
- 5) has had any public transaction terminated for cause or default within three years preceding this proposal.

The contractor is required to include this requirement in any subcontracts related to this contract.

By signing and submitting its proposal, the proposer certifies that the certification in this clause is a material representation of fact relied upon by Metro. If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to Metro, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to verify that none of its principals or affiliates is included on the federal government's suspended and debarred list at any time throughout the period of this contract. The proposer further agrees to include a provision requiring the same compliance in its subcontracts related to this contract.

Signature: 

Name and Title: Richard Dingman President

Company Name: RDI Equipment

Date: 09/06/2022







RFB TO-23-06
Lift System
Questions and Answers #1
August 22, 2022

Q1. Would local parts and service be required as a criterion? It is common on bids to ask that parts and service are located within 100 miles (as an example). We didn't notice anything in the language that asked for that.

A1. No, local parts and service are not a criterion.

Q2. Does the lift required need to be a platform lift that has an integrated self-contained mechanism below the runways, versus a 4-post lift, where the lifting columns are located outside of the platform due to your space requirements?

A2. The lift required should have an integrated self-contained mechanism below the runways.

Q3. Is the lift being built in the USA a consideration?

A3. Yes, but only if the contract award exceeds \$150,000 and the Buy America Certification would apply.

Q4. Can one vendor submit an alternative bid along with an initial bid or would you prefer two separate bid forms?

A4. A vendor may submit a bid for each unique lift they are proposing. Each unique lift should have its' own completed price quote form.

Q5. Runway width spacing requirements?

A5. Runway width spacing, between the two runways, should be 45". (See Page 2.)

Q6. Runway platform width?

A6. The width of each runway platform should be 30". (See Page 2.)

Q7. Vertical rise lift option: Vertical rise lifts generally have larger hose lines that will most likely not fit in the existing hose raceway. Are secured hose safety covers acceptable from the lift to the console?

A7. No, there must be no obstructions or trip hazards under both the lift and the lift runway.





KAR LIFT

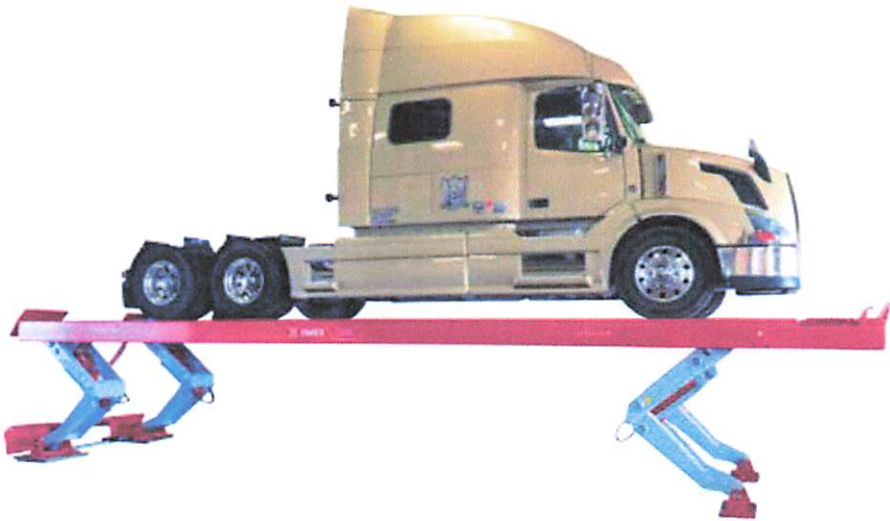
HEAVY DUTY BUS, TRUCK & OFF ROAD LIFTING

DRIVE-ON-RAMP STYLE PANTOGRAPH LIFTS PROVIDE RAPID ACCESS FOR INSPECTION, SERVICE, OR WASH BAY OPERATIONS

KAR LIFT

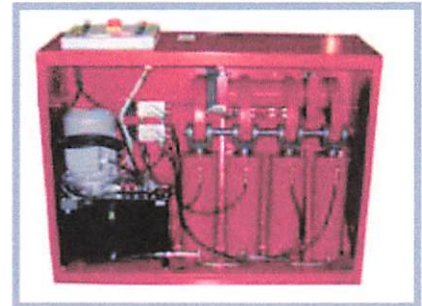
**31,000 LB. (14T) TO
99,000 LB. (45T) CAPACITY**

RUNWAYS 20' (6M) TO 48' (14.5M)



KAR200/300/400
SERIES

ADDITIONAL FEATURES



▲ Exclusive "Volumetric" control eliminates the need for electronic sensors - Stays level all the time.



▲ Available in surface, recessed floor or full flush - mounted installations



▲ Patented "AOS" Energy absorbing system eliminates the need for sliding legs at the base or under runways



31,000 LB. (14T) TO 99,000 LB. (45T) CAPACITY

AT OMER USA, OUR GOAL IS TO BUILD LIFTS THAT LAST LONGER, PERFORM BETTER, AND COST LESS TO OPERATE

KAR CLOUD & ECL MODELS	CAPACITY	POWER SUPPLY	LENGTH	RUNWAY WIDTH	COLLAPSED HEIGHT	RAISED HEIGHT	APPROACH RAMP LENGTH	LIFT TIME	SHIP WEIGHT
CLOUD 140 SERIES	31,000 lb.(14T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 6M, 7M, 8M, 9M, 10M & 11M	30" / 762MM	14.2" / 361MM	79" / 2007MM	104" / 2642MM	75	10 to 15,000 lb. / 4.5T to 6.8T
CLOUD 170 SERIES	37,000 lb.(17T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 6M, 7M, 8M, 9M, 10M & 11M	30" / 762MM	14.2" / 361MM	79" / 2007MM	104" / 2642MM	75	10 to 15,000 lb. / 4.5T to 6.8T
CLOUD 190 SERIES	42,000 lb. (19T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 6M, 7M, 8M, 9M, 10M & 11M	30" / 762MM	14.2" / 361MM	79" / 2007MM	104" / 2642MM	75	10 to 15,000 lb. / 4.5T to 6.8T
CLOUD 230 SERIES	51,000 lb. (23T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 6M, 7M, 8M, 9M, 10M & 11M	30" / 762MM	14.2" / 361MM	79" / 2007MM	104" / 2642MM	75	10 to 15,000 lb. / 4.5T to 6.8T
CLOUD 290 SERIES	64,000 lb. (29T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 6M, 7M, 8M, 9M, 10M & 11M	30" / 762MM	14.2" / 361MM	79" / 2007MM	104" / 2642MM	75	10 to 15,000 lb. / 4.5T to 6.8T
ECL 250 SERIES	55,000 LB. (25T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 39', 47' / 6M, 7M, 8M, 9M, 10M, 11M, 12M & 14.5M	30" / 762MM	14.2" / 361MM	80.3" / 2040MM	104" / 2642MM	75	14 to 21,000 lb. / 6.4T to 9.6T
ECL 300 SERIES	66,000 LB.(30T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 39', 47' / 6M, 7M, 8M, 9M, 10M, 11M, 12M & 14.5M	30" / 762MM	14.2" / 361MM	80.3" / 2040MM	104" / 2642MM	75	14 to 21,000 lb. / 6.4T to 9.6T
ECL 350 SERIES	77,000 LB. (35T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 39', 47' / 6M, 7M, 8M, 9M, 10M, 11M, 12M & 14.5M	30" / 762MM	14.2" / 361MM	80.3" / 2040MM	104" / 2642MM	75	14 to 21,000 lb. / 6.4T to 9.6T
ECL 400 SERIES	88,000 LB.(40T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 39', 47' / 6M, 7M, 8M, 9M, 10M, 11M, 12M & 14.5M	36" / 914MM	15.2" / 386MM	82.6" / 2100MM	104" / 2642MM	85	18 to 26,000 lb. / 8.2T to 12.7T
ECL 450 SERIES	99,000 LB. (45T)	10HP / 7.5 kw - 208/440v 3 phase 60hz optional. 600v	20', 23', 26', 30', 33', 36' / 39', 47' / 6M, 7M, 8M, 9M, 10M, 11M, 12M & 14.5M	36" / 914MM	15.2" / 386MM	82.6" / 2100MM	104" / 2642MM	85	18 to 26,000 lb. / 8.2T to 12.7T

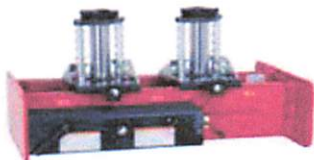
OPTIONAL ACCESSORIES



Optional Shatterproof LED 24v Runway lighting



NEMA 4 water resistant stainless steel control console

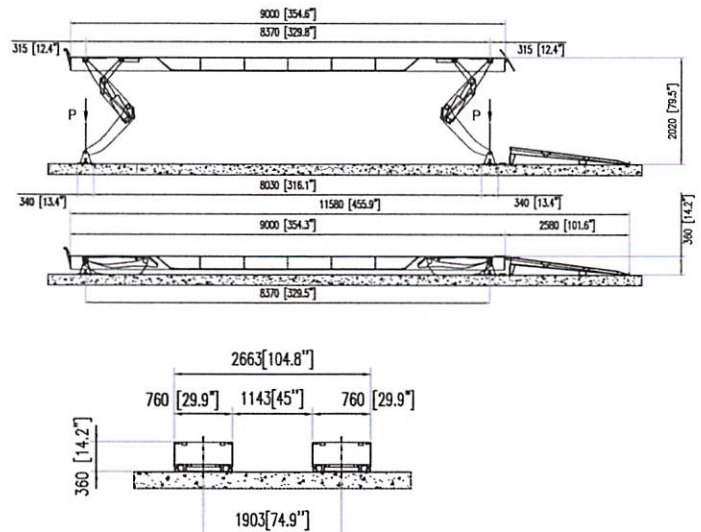


26,400 lb. (12T), 35,200 lb. (16T) & 44,000 lb. (20T) air hydraulic heavy duty jacking beams



Anti-slip runway traction surface

EQUIPMENT FOOTPRINT



CONTACT US NOW

WWW.OMERINC.COM

CALL +1(470) 275-5919





K290_9 DT

**BID SPECIFICATIONS
OMER KAR CLOUD 290
64,000 LB. CAPACITY
SURFACE MOUNT
PANTOGRAPH LIFT**

1. SUBMITTALS.

- A. Product Data: Manufacturer's data sheets on each product to be used, including:
 - 1. Preparation instructions and recommendations.
 - 2. Storage and handling requirements and recommendations.
 - 3. Installation methods.
- B. Shop Drawings: Submit drawings showing full layout of all lifts with dimensions and details shown for services and conduits between lifts and the control consoles.
- C. Operation and Maintenance Manual: Submit Owner's manual to include system operation, maintenance and troubleshooting, spare part number, drawings and schematics.

2. QUALITY ASSURANCE

- A. Manufacturer Qualifications: The lift company selling the product shall have ISO-9001 certification and the proof of current certification shall accompany the bid.
- B. Installer Qualifications: For warranty validation, installation shall be performed by qualified factory Authorized and trained personnel.
- C. Product Requirements:
 - 1. Design Standards and Certification: The lift shall be Certified by ETL to the ANSI/ALI Standard for Automotive Lifts, ALCTV-2011: Safety Requirements for Construction, Testing and Validation.
 - 2. All options and accessories provided for this lift must also be Certified by ETL to the ANSI AL CTV 2011 standards to include: jacking beams, runway lighting, traction neck surface, foot shutoff guards, built in air outlets and all washday options.
 - 3. The drive system shall permit lifting without any pulsation, jerks, or unsteady lifting. Lifting shall be smooth. System shall comprise an electrically powered pump, flow control valves, and a fluid reservoir. An electronic/hydraulic synchronization device shall ensure smooth alignment of each lifting assembly based on variances in vehicle weight.

3. DELIVERY, STORAGE, AND HANDLING

- A. Store products in manufacturer's unopened packaging until ready for installation.
- B. Store and dispose of solvent-based materials, and materials used with solvent-based materials, in accordance with requirements of local authorities having jurisdiction.

4. PROJECT CONDITIONS

- A. Maintain environmental conditions (temperature, humidity, and ventilation) within limits recommended by manufacturer for optimum results. Do not install products under environmental conditions outside manufacturer's absolute limits.
- B. Provide floor conditions that meet the thickness, strength and level specified. Insure that there is adequate drainage to continuously remove water away for the lift.

5. WARRANTY – K PLUS Hydraulic Protection

- A. Manufacturer's Warranty: Lift system shall be warranted against defects in workmanship and material for a minimum period of two years for ALL parts and 1-year labor.

2. PRODUCTS

2.1. MANUFACTURERS

- A. Acceptable Manufacturer: OMER USA Inc., which is located at: 3402 Oakcliff Road, Suite B6, Atlanta GA 30340; Tel: (470)275-5919; Email; office@omerlift.com , or web site > www.omerinc.com < Parent Website www.omerlift.com
- B. Substitutions: Not permitted.
 - 1. Requests for substitutions will be considered in accordance with provisions the specific tender.
 - 2. Requests for changes on products, materials, equipment and methods of construction required by the contract documents by the Contractor after the award shall be considered requests for “substitutions”, and shall follow the procedures outlined within the bid documents for Substitutions.
 - 3. Any substitution of specified lift requiring modifications of foundation system detailed will be the responsibility of the Contractor.
 - 4. The Contractor shall provide for any and all engineering and redesign of foundation system as a result of substitution.
 - 5. Under no circumstances will extra payment be permitted as a result of additional work to accommodate any equipment substitution.

KAR KIFT 290 SPECIFICATIONS

- 6. Scope:
 - a. A vertical “Pantograph” K style hinged heavy-duty platform lift to elevate large trucks, buses, and other heavy-duty vehicles for the purpose of inspection, maintenance, servicing and cleaning. Lift shall rise in a vertical fashion. Mobile column type lifts, four post lifts, parallelogram lift, are not acceptable.
 - b. The lift must be as true “PANTOGRAPH” DESIGN to maximize under runway FREE access and reduce lifting stress. Those lifts using a “Y” design will not be acceptable.
 - c. The lift must be available for indoors, outdoor, wash bay, surface mounted or in floor recessed for longitudinal and transversal loading.

- d. For recessed in floor installations, an optional pneumatic style lifting platform must be available that operates sequentially with the raising and lowering of the lift controls.
- e. The lifting legs must be “Vector” purpose built multi piece hollow structure design. Single piece tube style legs will not be acceptable.
- f. The lift must pivot from the floor mounted fixed pads without the need to SLIDE to relieve offloading stresses. Sliding mounts inherently product friction and wear. The lift must incorporate an “AOS” or equivalent shock absorbing system at each hinge to provide stress relief.
- g. The runway will be manufactured using a “BOX” design versus plate welded to I Beams. Box design runways are inherently stronger and less susceptible to twisting. The box design runway is heavier, can lift more load and can be extended to longer lengths.
- h. The lift must be available in both the conventional electronic sensor Inclinometer based PLC synchronization or the preferred “ELECTRONIC SENSOR FREE” “VOLUMETRIC” hydraulic cylinder divider combined with mini torsion bar.
- i. The 29-ton 64,000 lb. lifting platform must have a minimum lifting height of 79” from the concrete base to the top of the lifting platform. This design must be capable of a collapsed height not to exceed 360 mm or 14.2”. Lifts requiring a higher collapsed height will not be acceptable because they require a deeper recessed pit or longer approach ramp.
- j. The lift system shall be totally open floor design with no obstructions between lifting platforms and no crossbeams either in the front or the rear of the runways.
- k. The system shall incorporate a minimum of four hydraulic fluid driven cylinders; with one inversely mounted to each of the four upper hinge legs. The runway must position the cylinders so that they remain covered at all times. No chains, cables, slack cables, or pulleys are permitted.
- l. The maximum lifting height of the lift system shall be programmable to the height specifications as requested by user.
- m. Lift shall have a complete LED 24V lighting system installed on the inner edge of the runways to illuminate the work area when the vehicle is raised. Individual lamps shall utilize waterproof and explosion proof low voltage construction. Lamps shall be installed in adjacent to main lifting platform so as to be protected from potential damage caused by falling objects.

7. Equipment Specification:

- a. The lift shall have a minimum nominal lifting capacity of: 64,000 lb. (29 ton) Asymmetric Loading.
- b. The lifting capacity shall be determined by the following factors:
 - 1) The load distribution between the front and the rear axles.
 - 2) The location of the vehicle on the lift.
 - 3) The wheelbase of the vehicle.
- c. The lift shall have a minimum lifting height of 79.6 inches (2022 mm) from floor to the top of the runways when the lift rests on the floor and no less than 65 inches (1651 mm) when the lift is flush mounted to the floor. Any equipment that does not have a minimum of 79 inches (2022 mm) lifting height shall not be acceptable.

- d. The platform dimensions shall be available in the following dimensions:
 - 1) 23 feet (7 m).
 - 2) 26 feet (8 m).
 - 3) 30 feet (9 m).
 - 4) 33 feet (10 m).
 - 5) 36 feet (11 m).
 - e. Width of runways for all models shall be MINIMUM of 30 inches (762 mm).
 - f. The lift will have a minimum shipping weight of no less than 13,000 lb. – 5.9 metric tons. Lifts being offered with similar lifting capacity having a physical weight of less than this will be deemed as too lightweight structurally to provide the long-term durability required.
 - g. The runways (ramps) must available in lengths from 276” – 7000 mm to 432” 11000 mm.
 - h. The collapsed height shall be maximum 14.2 inches (360 mm).
 - i. The lift will be supplied with a minimum of floor mounted drive on approach ramps no less than 101” – 2580 mm. The ramps must be reinforced with an anti-skid surface. For drive through applications a second set of ramps will be available as an option. For lower vehicles approach ramps will be available in longer lengths to reduce the approach angle.
 - j. The will available with an optional runway traction surface must be a fine grain silicone material that is built into the powder coat finish or clear coat (with galvanizing).
 - k. Concrete thickness shall be a minimum of 6 inches (152 mm). There will four (4) base plates that will accommodate installation with 5 bolts per plate. Total installation shall not require more than 20 bolts.
 - l. The lift must be a minimum of two (2) vertically mounted levelling bolts installed on either side of each base plate to assist the accurate and stable levelling of the lift.
 - m. The lift shall be available with optional air outlets port at both ends of the runways suitable for operating jacking beams and air tools.
 - n. The flush mounted version shall be available with an optional center section raised ramps that are operated by the central control to raise and lower with the lift.
 - o. The lift shall be equipped with optional stainless-steel cantilever shutoff bars on outside leading edge of the runways. Pressure sensitive “tape” switch systems will not be acceptable. The shutoff bars are also available in stainless steel as an option.
 - p. The lift shall be available in a wash bay version that incorporates maximum protection against corrosion. Lifts using marine style paint or galvanizing of the runways only will NOT be accepted.
8. Safety Devices:
- a. An independent and fail-safe mechanical safety device shall be present on each lifting hinge. This safety device shall be totally independent from the lifting drive system. A locking catch shall be free to engage all of the teeth of the locking strip attached to the half scissor. This mechanical locking system must operate automatically and controlled by the central control panel. The locking devices will be disengaged for lowering by a pneumatically operated lock release requiring 8-19 Bar pressure. To lower the lift the lift must rise up off the mechanical lock automatically to allow the airlocks to release before the lift descends.

- b. The lift shall incorporate a combination of 1) dead man operated safeties 2) Low Voltage Controls and 3) Limiting switch with audible alarm (buzzer) capable to stopping the lowering of the lift at 500 mm or 19".
- c. Each lifting device shall be provided with two (2) separate levelling systems. The synchronization system between the two runways can be, depending on the model, electro-hydraulic or electronic sensor with PCB, ensuring maximum reliability under all conditions of employment. The result should therefore be perfect alignment (co planarity) of the system.
- d. The lift system shall be designed to be self-diagnostic in nature and make automatic adjustments as required. There will not be complicated "FAULT CODE" protocols required to determine failures.
- e. The lifts must be equipped with "new generation" safety devices designed by OMER. Using combination mechanical locks using 250 mm XAR 400 plate steel, safety valves on each cylinder, pressure relief valve and a "Photo Cell Electric" sensor on the runway that maintains the runway synchronization within 50 mm will ensure safety.
- f. The lift system shall incorporate a splash proof electrical system (IP65).
- g. There will be hydraulic burst valves (velocity fuses) installed at the base of all lifting cylinders with no less than five (5) HYDRAULIC FLOW CONTROL VALVES with an operating pressure of approximately 220 Bar pressure.
- h. The lift system shall have an automatic audible foot-guard protection available as an option. The lift must be equipped with limit switches so that the runway automatically stops at a safety height of 19.6 "or 500 mm from the ground accompanied by a buzzer audible alarm.
- i. Locking mechanism shall be activated in no less than 3 inches (76 mm) of lifting height

9. Controls:

- a. The lift system shall utilize appropriately rated motors that operate at 208/220/277/46/4800V, 3 phases, 60 Hz. (Optional 575 v 3 phase)
- b. The lift shall have a two-speed lowering option.
- c. The control system will be available in a water resistant design.
- d. The lift will be available with an optional manual hydraulic hand pump to aid with raising the lift off the mechanical locks for lowering in the event of a power failure.
- e. Electrical enclosures for control components shall be rated IP 65 and shall include as a minimum:
 - 1) System disconnects.
 - 2) "Power-on" pilot lamp.
 - 3) "Up" control and "down" control. 4) Lock release button.

10. Coatings:

The lift must be available in both a premium powder coat and Nickel Zinc Galvanized protective coating. The steel components must undergo a steel pellet blast (Wheelabrator style) preparation with acid wash before the coating is applied.

11. Drive Mechanism:

- a. The drive system shall be hydraulic drive and shall permit lifting without any pulsations, jerks or unsteady lifting. Lifting shall be smooth. Hydraulic system shall be composed of an electrically powered pump, flow control valves, and a fluid reservoir.
- b. Hydraulic lifting cylinders shall be of a piston type to prevent leakage in the case of piston damage. The cylinders will be designed with short stroke and exert a "PUSH" force. "PULL" force hydraulics require a longer stroke which leads to greater seal wear.
- c. The cylinders shall be built using highly polished chromium plated plunger shafts that resist corrosion, scratching and other damage that could lead to shorter seal life.

12. Hinge Point Design:

- d. All rotating axles shall be made of stainless steel.
- e. There will be "zerk" style grease fittings installed at all accessible hinge points to permit scheduled lubrication and extended operational life. Lifts that do not provide manual lubrication or use "composite" style bushings shall not be acceptable.
- f. The manufacturer must also offer an optional greasing manifold so that all zerk fittings can be greased from a central location.

KLS Specification File – K290 Update 2020



Search Certified Lifts

Directory of Certified Lifts

Certified Model - Specifications

Product Search Results - July 16, 2020

Lift Type: Scissors Lifts
Model Number: KAR290CL-X-Y
Brand Name: OMER
Rated Load Capacity: 64,000 lbs
Certification Date: 4/28/2020
OMER USA Inc. 3402 Oakcliff Rd, Suite B6, Doraville 30840 (470) 529-6881



Image not available
contact the ALI participant for additional information

Certified Accessories

Model #	Description	Rated Capacity
OMA-RFG-X	Runway Foot Shut Off Guards (X = Runway Length)	-
OMA-LEDLK-X	LED Lighting (X = Number of Tubes)	-
OMA-FLK-X	Fluorescent Lighting (X = Number of Tubes)	-
OMA-RAO	Runway Built-In Air Outlets	-
		-
OMA-2SPCTL	Two Speed Control	-
OMA-GLWRCTL	Water Resistant Stainless Steel	-
OMA-GLS-X-Y	Galvanized Structure (X = Runway Length; Y = Runway Width)	-
OMA-WASHBAY-X-Y	Wash Bay Package (X = Runway Length; Y = Runway Width)	-
OMA-RTCP-X-Y	Raised Trench Cover Plates (X = Runway Length; Y = Runway Width)	-
OMA-RTS-X-Y	Runway Traction Surface (X = Runway Length; Y = Runway Width)	-
OMA-RP	Rotating Plates	-
OMA-EWR-X	Set of Extension with Recess	-
OMA-JB-12	HD Jacking Beam	26000 lbs.
OMA-JB-16	HD Jacking Beam	35000 lbs.
OMA-RC	Remote Control (Wired)	-

Every current ALI certified lift model is listed in this ALI Directory of Certified Lifts. If it's not listed, it's not certified.

Certificate N. IT07/1425



The quality management system of

O.M.E.R. S.p.A.

Via Galileo Galilei, 20 - 30035 MIRANO (VE) - Italy

has been assessed and certified as meeting the requirements of

ISO 9001 / UNI EN ISO 9001:2008



For the following activities

**Design, manufacturing, installation and service of hoists
for the automotive industry and parking systems.**

EA Sector: 18

This certificate is valid from 18/12/2013 until 06/12/2016 and
remains valid subject to satisfactory surveillance audits.
Re certification audit due before 06/12/2016.
Issue 3. Certified since 06/12/2007.

Further clarifications regarding the scope of this certificate and the applicability of
ISO 9001 2008 requirements may be obtained by consulting the organization.



Authorized by
Paola Santarelli

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