CITY OF SOUTH BEND, INDIANA
BOARD OF PUBLIC WORKS
REQUEST FOR PROPOSALS

Sealed Proposals shall be received no later than 9:30 a.m., Local Time, on December 8, 2015, in the office of the Board of Public Works, 13th Floor, County City Building, Ste. 1316, South Bend, Indiana, for the following equipment:

FUEL MANAGEMENT SYSTEM

The City of South Bend is soliciting Proposals from qualified manufacturers to supply a fleet fueling management system to replace the current Gasboy system in use by the City of South Bend. The proposal must be in a sealed envelope with the project name and the company name included on the outside of the envelope.

The Board of Public Works will open the proposals at 9:30 a.m., Local Time, on December 8, 2015, in the Board of Public Works Meeting, Ste. 1308, County-City Building, 227 W. Jefferson Blvd., South Bend, Indiana 46601. Representatives of the City and their consultants will evaluate submissions based on the weighted percentages of the following five (5) categories:

1. 30% evaluation of System meeting specification minimums and Business Summary.
2. 20% evaluation of the Fueling Procedures; automated and manual, key fob and key pad, two stage authorization process, and items listed under additional capabilities.
3. 20% evaluation of controller software criteria.
4. 20% evaluation of the Pedestal design.
5. 10% evaluation of Total Cost.

The review team will score each proposal individually and the award will be based on the highest total score.

The successful proposal respondent shall comply with the City of South Bend ordinance and all other federal, state and local laws and regulations governing nondiscrimination in employment.

The City reserves the right to accept, negotiate scope or reject any or all proposals.

Complete Proposal Request packages and instructions are available for download by visiting the City of South Bend's web page at www.southbendin.gov:

X Click on "Business"
X Click on "City Public Bids"
X Click on "Vehicles, Equipment and Miscellaneous Bids"
X Click on "Specification Sets & Bid Award Info"
X Select specification to download
X A pop up screen will appear; input company information (address/phone/fax/e-mail) where indicated
X Click on "Submit Responses"
X Print the specification or save it to your computer

There is no charge for the specifications. The specifications are also available for review only during regular working hours in the Department of Public Works, Ste. 1316 County-City Building, South Bend, Indiana. Questions should be directed by email to Matt Chlebowski, at mchlebow@southbendin.gov.

Proposals must include the City's Non-Collusion Affidavit, Non-Debarment Affidavit, Employment Eligibility Verification, and Non-Discrimination Commitment Form. No bid bond or check is required to be submitted with the proposal.

BOARD OF PUBLIC WORKS
Linda M. Martin, Clerk

Publish two (2) times:
November 20, 2015
November 27, 2015

CITY OF SOUTH BEND, INDIANA
SELLER'S PROPOSAL FOR SALE OR LEASE OF MATERIALS AND NON-COLLUSION AND NON DEBARMENT AFFIDAVIT AND NON-DISCRIMINATION COMMITMENT FOR SELLERS

REQUEST FOR PROPOSAL **FUEL MANAGEMENT SYSTEM**

PROPOSALS DUE **December 8, 2015, 9:30 a.m., Local Time**

Date: _____ Firm: _____

Address: _____

City/State/Zip: _____ Telephone Number: (____) _____

Agent of Firm (if Applicable): _____

When the prospective Contractor is unable to certify to any of the statements below, it shall attach an explanation to this Affidavit.

CONTRACTOR'S NON-COLLUSION AND NON-DEBARMENT AFFIDAVIT, CERTIFICATION REGARDING INVESTMENT WITH IRAN, EMPLOYMENT ELIGIBILITY VERIFICATION, NON-DISCRIMINATION COMMITMENT AND CERTIFICATION OF USE OF UNITED STATES STEEL PRODUCTS OR FOUNDRY PRODUCTS

(Must be completed for all quotes and bids. Please type or print)

STATE OF _____)
) SS:
_____ COUNTY)

The undersigned Contractor, being duly sworn upon his/her/its oath, affirms under the penalties of perjury that:

1. Contractor has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him, entered into any combination, collusion or agreement with any person relative to the price to be bid by anyone at such letting nor to prevent any person from bidding nor to induce anyone to refrain from bidding, and that this bid is made without reference to any other bid and without any agreement, understanding or combination with any other person in reference to such bidding. Contractor further says that no person or persons, firms, or corporation has, have or will receive directly or indirectly, any rebate, fee, gift, commission or thing of value on account of such sale; and

2. Contractor certifies by submission of this proposal that neither contractor nor any of its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency; and

3. Contractor has not, nor has any successor to, nor an affiliate of, Contractor, engaged in investment activities in Iran.

   a. For purposes of this Certification, "Iran" means the government of Iran and any agency or instrumentality of Iran, or as otherwise defined at Ind. Code § 5-22-16.5-5, as amended from time-to-time.

   b. As provided by Ind. Code § 5-22-16.5-8, as amended from time-to-time, a Contractor is engaged in investment activities in Iran if either:

      i. Contractor, its successor or its affiliate, provides goods or services of twenty million dollars ($20,000,000) or more in value in the energy sector of Iran; or

ii. Contractor, its successor or its affiliate, is a financial institution that extends twenty million dollars ($20,000,000) or more in credit to another person for forty-five (45) days or more, if that person will (i) use the credit to provides goods and services in the energy sector in Iran; and (ii) at the time the financial institution extends credit, is a person identified on list published by the Indiana Department of Administration.

4. Contractor does not knowingly employ or contract with an unauthorized alien, nor retain any employee or contract with a person that the Contractor subsequently learns is an unauthorized alien. Contractor agrees that he/she/it shall enroll in and verify the work eligibility status of all of Contractor's newly hired employees through the E-Verify Program as defined by I.C. 22-5-1.7-3. Contractor's documentation of enrollment and participation in the E-Verify Program is included and attached as part of this bid/quote; and

5. Contractor shall require his/her/its subcontractors performing work under this public contract to certify that the subcontractors do not knowingly employ or contract with an unauthorized alien, nor retain any employee or contract with a person that the subcontractor subsequently learns is an unauthorized alien, and that the subcontractor has enrolled in and is participating in the E-Verify Program. The Contractor agrees to maintain this certification throughout the term of the contract with the City of South Bend, and understands that the City may terminate the contract for default if the Contractor fails to cure a breach of this provision no later than thirty (30) days after being notified by the City.

6. Persons, partnerships, corporations, associations, or joint venturers awarded a contract by the City of South Bend through its agencies, boards, or commissions shall not discriminate against any employee or applicant for employment in the performance of a City contract with respect to hire, tenure, terms, conditions, or privileges of employment, or any matter directly or indirectly related to employment because of race, sex, religion, color, national origin, ancestry, age, gender expression, gender identity, sexual orientation or disability that does not affect that person's ability to perform the work.

In awarding contracts for the purchase of work, labor, services, supplies, equipment, materials, or any combination of the foregoing including, but not limited to, public works contracts awarded under public bidding laws or other contracts in which public bids are not required by law, the City, its agencies, boards, or commissions may consider the Contractor's good faith efforts to obtain participation by those Contractors certified by the State of Indiana as a Minority Business ("MBE") or as a Women's Business Enterprise ("WBE") as a factor in determining the lowest, responsible, responsive bidder.

In no event shall persons or entities seeking the award of a City contract be required to award a subcontract to an MBE/WBE; however, it may not unlawfully discriminate against said WBE/MBE. A finding of a discriminatory practice by the City's MBE/WBE Utilization Board shall prohibit that person or entity from being awarded a City contract for a period of one (1) year from the date of such determination, and such determination may also be grounds for terminating the contact for which the discriminatory practice or noncompliance pertains.

7. The undersigned contractor agrees that the following nondiscrimination commitment shall be made a part of any contract which it may henceforth enter into with the City of South Bend, Indiana or any of its agencies, boards or commissions.

Contractor agrees not to discriminate against or intimidate any employee or applicant for employment in the performance of this contract with privileges of employment, or any matter directly or indirectly related to employment, because of race, religion, color, sex, gender expression, gender identity, sexual orientation, handicap, national origin or ancestry. Breach of this provision may be regarded as material breach of contract.

I, the undersigned bidder or agent as contractor on a public works project, understand my statutory obligations to the use of steel products or foundry products made in the United States (I.C. 5-16-8-1). I hereby certify that I and all subcontractors employed by me for this project will use steel products or foundry

products on this project if awarded. I understand that violations hereunder may result in forfeiture of contractual payments.

***

I hereby affirm under the penalties of perjury that the facts and information contained in the foregoing bid for public works are true and correct.

Dated this _____ day of _____, 20__

_____
Contractor/Bidder (Firm)

_____
Signature of Contractor/Bidder or Its Agent

_____
Printed Name and Title

Subscribed and sworn to before me this _____ day of _____, 20____

My Commission Expires _____

_____
Notary Public

County of Residence _____

SPECIFICATIONS

CITY OF SOUTH BEND

REQUEST FOR PROPOSAL	**FUEL MANAGEMENT SYSTEM**
PROPOSALS DUE	**December 8, 2015, 9:30 a.m., Local Time**

Pursuant to notices given, the undersigned offers Proposal(s) to the City of South Bend in accordance with the following attachment(s) which specify the class or item number or description, quantity, unit, unit price.

FUEL MANAGEMENT SYSTEM

It is the intent of these specifications to describe a fleet fueling management system to replace the current Gasboy system in use by the City of South Bend.

The system shall control and manage fueling of vehicles at all three fueling locations. All hardware, software, and equipment necessary to fuel 900+ vehicles shall interface seamlessly with the City Naviline System without the need for manual input.

Vendor to include all labor associated with the removal of the old system and installation of the new system complete. Vendor to include up to 8 hours of employee training after the system is fully operational.

Due to the need for 24/7 fueling service the vendor shall coordinate all work with the Central Services Division. Some work may need to be scheduled on weekends or off-peak hours.

These are minimum specifications. Any items needed for a complete system that are not listed must be included with your proposal.

Please contact Mary Wisniewski at Central Services at 574-235-9316 with questions or to set up a visit.

All proposals must be received by the Board of Public Works no later than 9:30 a.m. Tuesday December 8, 2015. Proposals must be in a sealed envelope clearly marked "Proposal for Fuel Management System".

Award Criteria

The project will be awarded to the highest ranking company as determined by the City evaluation team based on the following criteria:

1. 30% evaluation of System meeting specification minimums and Business Summary.
2. 20% evaluation of the Fueling Procedures; automated and manual, key fob and key pad, two stage authorization process, and items listed under additional capabilities.
3. 20% evaluation of controller software criteria.
4. 20% evaluation of the Pedestal design.
5. 10% evaluation of Total Cost.

Business Summary

Each vendor must include a one page summary of the vendor's operation. The summary at a minimum should include the following: years in business, number of years as an authorized dealer for the equipment in your proposal, nearest service location, approximate lead time to start project and estimated days to completion.

System Requirements

System manufacturer must have a minimum of ten (10) years experience in the design and manufacture of fuel management equipment.

The proposed system must conform to ISO 9001:2000 standards for quality management systems. System shall be UL and cUL approved.

The system must be expandable for future expansions in the number of: fuel sites, vehicles, drivers, dispensers and nozzles.

System shall be Gasboy PLUS System or approved equal.

Fueling Procedures

The system shall allow automated and manual fueling.

In the fully automated mode, all control, authorization and accounting operations will be conducted automatically by the fuel management system with no manual input required by the operator using the fuel facility.

The automated fueling procedure shall be as follows:

A contactless Mifare tag or Mifare card and/or Magnetic stripe card and a keypad shall be available as the method for initiating a fueling transaction. HID reader and Gasboy Fleet Keys shall be available as an option.

A two stage authorization process shall be provided by identifying both the vehicle and the driver prior to refueling. Both driver and vehicles IDs should be stored in the transaction. The two stage authorization process should be flexible enough to link the vehicle device either to a specific driver or to a list of drivers.

Site Controller

The **site controller** shall be a stand-alone unit comprising all required peripherals including the central processing unit, display panel, pump control module, communication modules, and optional receipt printer.

The site controller shall be web enabled to allow independent real-time control, monitoring and reporting via the web using user ID with password and SSL protected link (https://).

The site controller shall communicate with a central high performance server or dedicated host PC computer for the purpose of centralized control and monitoring of multiple sites.

Refueling shall take place regardless of the connectivity to the host computer. Refueling limits and restrictions shall be 'pushed' from the host computer to all fuel site controllers enabling off-line refueling with limits and restrictions also when communication is not available. A time limit should be provided for off-line activity to block possible 'break' of the limits by refueling in several sites through the off-line mode.

The site controller shall authenticate the data retrieved from the vehicle and check it against the existing set of limits and restrictions.

If all conditions are met, the site controller shall authorize immediate refueling.

The site controller shall control up to 8 mechanical hoses in one terminal. Hose extension controls shall be available in modules of 4 hoses. The site controller must be capable of controlling up to 32 hoses at a single site and through one single terminal, either mechanical or electronic registration.

The site controller shall store up to 25,000 transactions and 50,000 vehicles/devices with the ability to set limitations and restrictions.

The site controller shall be available for refueling 24/7.

Site controller shall work in online and off-line modes, in case of communication failures with the FHO software. When communication is established again, the system shall synchronize data automatically.

The site controller shall have an embedded hardware platform designed to survive the harsh fueling depot environment.

The site controller shall use a solid state Flash disk and RTC (Real Time Clock) with back up, along with surge suppressors for transient and noise immunity. The system shall include a power fail recovery mechanism. The CPU shall have no edge connectors and no hard disk (no moving parts).

The site controller shall have a high level data protection through two separate isolated TCP/IP Ethernet network ports. One port shall be used for site peripherals interface and the second port for external communication to the network (Remote access, host computer and 3rd party systems) protected by SSL security. The outside link could use a local modem connection through PPP protocol for TCP/IP communication, cellular, or dial-in type modems.

The site controller shall have the following additional capabilities:

*Secured remote capabilities for monitoring, management and maintenance activities.
*Flexible with all types of communication including TCP/IP, wireless Ethernet bridge modems, satellite communications, and dial-up analog modem.
*Web enabled reporting and alarms for Tank Level Sensing (TLS) systems (Veeder Root-350 and VR-450 protocols).
*Fuel management software for reconciliation reports.
*Accessible via Internet browser to control and monitor the system. No requirement to install dedicated software.
*Real time web-based dynamic graphical monitoring and control of dispensers.
* Remotely open a pump and limit the quantity to a specific transaction.
*Able to update fuel price at a specific time.
* Remote maintenance, remote troubleshoot and remote software upgrades of the various components of the system.

The following physical, electrical and environmental specifications shall be provided:

*Supply voltage: 100 – 240 VAC.
*Power consumption: 2A max.
*Operating temperature: -22 F to +158 F (-30 C to +70 C).
*Communication interface: RS-485–9600 bps, Half-Duplex, RS-232, Ethernet RJ-45-10 Mbps, EIA 802.15.4.

Tank Level Sensing (TLS) Interface

The site controller shall support Veeder Root TLS 350 and Veeder Root TLS 450 protocols. The TLS will be connected to the site controller via TCP/IP communication port or the RS-232 port to allow fuel management capabilities.

The site controller shall have the possibility to define the following communication parameters; Baud rate, Parity, Data bit, Stop bit, Flow control.

The site controller shall collect the following data from TLS equipment:

*12:00 midnight shift inventory volume for tanks.
*Tank inventory level; CSLD (Leak Detection) status – Pass/Fail.
*Fuel delivery information; Water Level.
*Water levels, Temperature, Alarms (Leak, Overfill, Sump, Sensor, etc.).
*Alarms shall flash continuously on the main screen and could be sent via email.

The Pedestal

The pedestal shall be a slim (9.5”x9.5”x61”) powder coated metal designed for easy installation and service. The paint application for the entire pedestal terminal shall consist of a positive/negative charged ionization process for superior bonding. All materials shall be tested to sustain Oil, Fuel, Sun, Water and Salt.

The pedestal shall allow front door access for maintenance and wiring and shall enable flexible installation on the fueling island.

The pedestal display panel shall consist of:

*Top illumination utilizing an array of high intensity blue LED’s.
*5” wide x 1.6” high display window.
*4 lines, 20 characters (1/4” height) each, or optional graphic LCD.
*LCD operates well in all lightening conditions.
*16 functional keys. The keys shall be rugged and made of metal for higher reliability and longer life (flexible plastic key caps will not be acceptable).
&The key’s sensors shall use **piezoelectric technology** for highest reliability.
*Magnetic Card Reader.
*Mifare Card/Tag Reader.

Site Controller Software

The system shall be based on web server technology and enable easy secured (SSL) remote access through the network using a standard PC with an internet browser, without the need for any other software application.

The browser interface shall allow control and monitoring, maintenance activities, report generation with advanced filters and templates, graphical monitoring of fuel levels, on-line pump monitoring and more.

The system shall provide flexibility when searching for data within the system without the need for prior knowledge in SQL or other query languages.

The site controller shall support mechanical and electronic dispensers. All links shall be protected and isolated for maximum reliability.

The system shall store transaction data as well as driver and vehicle records into its database using FLASH disk. Other critical data such as fueling limits and restrictions shall also be stored in the database.

The system shall use the following authorization devices:

*Passive fuel rings.
*Vehicle data modules.
*Mifare cards or tags.
*Mag. Cards (track 2 and 3).
*Keyboard entry authorization.
*Optional HID reader.
*Optional heritage Gasboy Fleetkeys.

Authorization schemes shall include the following scenarios:

*Single device authorization.
*Two stage authorization (based on two authorization devices).
*Add-on keyboard entries: PIN code, vehicle ID, odometer reading, engine hours.

The system shall have the option to collect data from driver before refueling, such as: PIN, Odometer, vehicle ID, etc.

The system shall provide odometer reasonability checks. The site controller shall allow the possibility to work offline with all limits and restrictions. The site controller and the Fleet Head Office software shall allow heritage Gasboy Series 1000 Magnetic cards and Gasboy Fleetkey devices from existing systems to be read and fully integrated into the database of the site controller and FHO software. The 1000 series card and Fleetkey device data – for example, card or key format, fuel limits, fuel authorizations, System ID, PIN key, etc.- shall be read at first use and placed into a Negative list. When the site controller automatically uploads the transaction to the database, a new Positive device list table will be created in the site controller's and FHO's database. Once the device list is created then all future refueling will be fully automatic based upon the Positive list of accepted devices.

System shall have the option to approve or decline refueling according to pre-defined limits and restrictions for the specific unit. Such limitations shall include:

*Limit of daily, weekly and monthly refueling volume or sales amount.
*Enable or disable vehicle refueling on specific days (weekdays for example) and/or specific time slots within a day (night time for example).
*Limit the maximum refueling sessions for a specific vehicle per day, week or month.
*Block specific stations for a specific vehicle (if vehicle is restricted for operation in a specific zone).
*Restriction of specific fuel types for refueling of a specific vehicle.

Host Software

The software shall support multiple fuel site controllers and allow data consolidation.
The software shall support multiple fleets and multiple departments.
The software shall synchronize data with all sites.
The software shall be used as a centralized issuing Mifare tags.
The software shall be installed on the host computer running Windows operating system and SQL database.

The system shall be a centralized web server communicating with all sites to provide centralized data base and on-line network access for fleet managers, key personnel and remote maintenance entities.

The software shall communicate with all sites to provide 24/7 on-line access through the network.

The software shall create and control several fleets and departments and support different privilege levels for limited access for different users (for example, a specific Fleet manager shall only be able to manage only his fleet vehicles).

The software shall provide advanced on-line services for multiple sites and multiple fleets in a region.

The host software web interface shall use SSL security.

The software shall provide secure log-in through the Web for each fleet manager, for monitoring & control and report generation including exception reports.

The host software application can interface to other applications via Web Services, import and export of files to FTP and ODBC standard.

The software shall allow Exporting data to different file formats (using a dropdown menu) such as CSV, TXT, and XML.

The user interface for all software components shall be a web browser.
Mifare tags, fuel ring and vehicle modules shall be defined and associated with unique numbers to the fleet vehicles.

Limits and Restrictions

Host software shall allow limits and restrictions to be configured either by an authorized user or imported from a different external system (using the import/export).

The rules shall be transferred to every site controller to enable off-line activity in case of communication failure; hence a fuel site will be able to refuel a vehicle within its set of limits and restrictions, when communication is down.

The limits shall be ‘pushed’ into the site controller at a predefined time or for a predefined period of time. Site controllers can also use the limits in an off-line mode (in case of communication failure).

There shall be a graceful period of time (parametric) for this off-line mode since the vehicle could refuel also in other sites (above its limits) while the sites are disconnected from the host computer.

Customizable vehicle and driver limits and restrictions shall include:

*Limit of daily, weekly and monthly refueling volume in gallons as well as in currency.
*Enable or disable vehicle refueling on specific days (weekdays for example) and / or specific time slots within a day (night time for example).
*Limit the maximum refueling sessions for a specific vehicle per transaction, per day, week or month.
*Limit the maximum refueling sessions for a specific vehicle per transaction, per day, week or month.
*Block specific stations for a specific vehicle (if vehicle is restricted for operation in a specific zone).
*Block specific stations for a specific vehicle (if vehicle is restricted for operation in a specific zone).
*Restriction of specific fuel types for refueling of a specific vehicle.

Fuel Management System Software

The host computer shall collect the transactions and TLS information from all fuel sites for centralized fuel management activities including required deliveries, forecasting, reconciliation and more for optimal usage of fuel.

The system shall provide the following capabilities:

*Reports regarding fuel consumption with filters of sites, dates, volumes and more.
*Customized templates for specific reports.
*History of fuel consumption from every product with graphical representation.
*Forecasting consumption for every product based on the consumption history with graphical representation.
*Reconciliation.
*Manual entry or editing of fueling transactions.
*Provide unified view of ALL stations with regards to fuel level status.
*Provide consolidated view of each specific fuel tank, per station.
*Provide a centralized system for maintenance reporting and reporting of different system alarms, per station.
*Provide an interface for managing of manual stations (without Fuel Controllers).

Tanks status screen from TLS system per site with graphical representation of the tanks
Alarms (High/Low tanks level, Leak detection, No communication, Etc.)
Export capabilities to other systems (ERP)

Reporting System

Consolidate data from multiple stations and generate reports, including exception reports, reconciliation reports, trends, forecast, consumption, tank capacity and more. There shall be two types of Reports:

*Custom Reports.
*Fuel Management System Reports (built-in).

Custom Reports

The software shall provide a highly flexible custom reporting utility. Data elements can be selected and put in any order by the user to create their own custom report.
This report shall have the ability to be saved as a template for later use.

Must have advanced customized reporting capabilities with filters and templates (Web based). The custom reports feature shall enable report generation of transactions performed in the fuel station in various profiles.

The following field names shall be used to generate custom reports tables:

Station, Date, Time, Fleet, Transaction Type, Vehicle #, Product, Quantity, Total Sale, Receipt No., Fleet Code, Pay Mode, Transaction Id, Authorized By, Department, PPV, Odometer, Engine Hour, Pump, Tank, Nozzle, Density, Temperature, Vehicle Type, Ref/Slip No., Driver name, Department code, Card number, Device name.

The custom report shall allow summary by the following fields (Break by):

Date, Plate, Pump, Product, Pay Mode, Station name, Fleet code, Authorized by, driver name, Dept. code, or a selection of any of the above.

The custom reports shall allow sorting by the following fields (Sort by):

Date & Time (Ascending/Descending), Pump, Transaction ID, Product, Amount (Ascending/Descending), Quantity, Plate, Pay mode, Station name, fleet code, Receipt ID, Driver name, Dept. code or a selection of any of the above fields.

The above powerful capabilities shall allow flexible reporting such as:

Summary Report – summarizing all transactions of a specific fleet of vehicles.

Vehicle Report – offering the Fleet Manager a detailed transaction report of vehicles pertaining to his fleet, in three cross sections:

- ***Transactions -** providing information regarding each transaction, including the vehicles license plate number, odometer reading, engine hours, fuel type, fuel volume and the transaction ID.
- ***Consumption** - listing information regarding each vehicle (device) providing a summation of data (volume consumption, fuel cost, other costs) for each vehicle in a specified time frame.
- ***Exception Reports -** The software shall provide Exception Reports for the Fleet Manager. It must provide the ability to spot any abnormal incidents that occurred within his fleet. The following exception reports are required for each fleet:
- ***Volume Exception Report** – shall list noted exceptions relating to the fuel volume consumed in the transactions compared with the related vehicle's fuel tank volume.
- ***Mileage Exception Report** – shall list the exceptions related to the elapsed distance of the vehicles, according to odometer readings.
- ***Consumption Exception Report** – shall list the exceptions related to the fuel consumption of the vehicles, according to odometer readings and the specified fuel consumption ratio of the vehicle.
- ***Mileage Exception Report** – shall list the exceptions related to the elapsed distance of the vehicles, according to odometer readings.
- ***Consumption Exception Report** – shall list the exceptions related to the fuel consumption of the vehicles, according to odometer readings and the specified fuel consumption ratio of the vehicle.
- ***Mileage Exception Report** – shall list the exceptions related to the elapsed distance of the vehicles, according to odometer readings.
- ***Consumption Exception Report** – shall list the exceptions related to the fuel consumption of the vehicles, according to odometer readings and the specified fuel consumption ratio of the vehicle.
- ***Not Used Exception Report** – shall list the vehicles which did not carry out any transaction in a specified time frame. The report should include the license plate number, the odometer reading and the date and time of the last transaction performed by the vehicle.

Fuel Management System Reports (Built-in)

Sales Reports
Sales by Tanks Report
Local Account Transactions
Pump-wise Delivery Report
Product-wise Dispenser Delivery
Fuel Sales Trends Graph
Fuel Volume Forecast Report

Stock Data Reports
Tanks by Sites
Tanks Trends Graph
Total Wet Stock Report

Reconciliation Report
Shift Report
Environmental Report
Tank Reconciliation Trends

Maintenance Reports
Exception Log Reports
Alarm Duration Reports

Back-Up

The system shall provide several back-up mechanisms for maximal data protection as follows: The database is transmitted periodically to a remote server. The backup can be for the entire database or differential.

Built-in data base back-up mechanism (Customer FTP). All transactions are exported to a Customer FTP site through an Export Module. RAID mechanism at the host computer.

Warranty

*12 months system Parts and Labor warranty.
*5 year warranty for the Mifare Tags .

REQUEST FOR PROPOSAL

CITY OF SOUTH BEND

REQUEST FOR PROPOSAL **FUEL MANAGEMENT SYSTEM**

PROPOSALS DUE **December 8, 2015; 9:30 a.m., Local Time**

Description	Price
	$

Bidder (Firm):

Address: _____

City/State/Zip: _____

Telephone Number: _____ Fax Number: _____

By _____
(Signature)

_____
(Printed Name)

_____
(Title)

BOARD OF PUBLIC WORKS

Gary A. Gilot, President

Elizabeth M. Maradik, Member

David P. Relos, Member

Therese J. Dorau, Member

James Mueller, Member

ATTEST: Linda M. Martin, Clerk