

REQUEST FOR PROPOSALS

Mechanic Service Truck with Hydraulic Crane

Issued by Jackson Hole Airport

INTRODUCTION

The Jackson Hole Airport Board (the "Board") is soliciting Proposals for its use in selecting a qualified Vendor from which to purchase a Mechanic Service Turck with Hydraulic Crane (the "Vehicle) for use at the Jackson Hole Airport ("Airport" or "JAC").

STATEMENT OF NEED

The Board seeks a Vendor to furnish and deliver one (1) complete mechanic service truck equipped with a hydraulic crane, service body, and related equipment for use by Airport Maintenance and Equipment personnel in the inspection, maintenance, repair, and field servicing of Airport vehicles and equipment. The following Statement of Need describes the equipment considered desirable by the Board.

Vendors may suggest alternative or equivalent specifications based on their assessment of the Airport's needs and their available products. Vendors may submit a Proposal if they are not able to meet every desired specification identified by the Board, provided that all exceptions and proposed alternatives are clearly identified and explained in the Proposal.

Vendor shall provide a guaranteed delivery date in its Proposal. The Board will consider delivery schedule as part of the evaluation and reserves the right to consider proposed alternatives that provide equal or greater operational value to the Airport.

The successful Vendor shall furnish a complete, fully assembled, inspected, operational, and ready-for-service vehicle, including chassis, service body, hydraulic crane, compressor, hydraulic system, accessories, installation, testing, delivery, and training as required by the bid package.

DESIRED SPECIFICATIONS

The Board's desired technical specifications for the mechanic service truck with hydraulic crane are contained in **Exhibit A – Desired Specifications**. Proposers shall review the complete desired specifications package and clearly identify compliance, exceptions, proposed equivalents, and any recommended alternatives. A Proposer is not required to meet every desired specification in order to submit a Proposal; however, all exceptions shall be specifically disclosed.

During final configuration and contract negotiations, the Board may request reasonable additions, deletions, substitutions, or optional equipment related to the mechanic service truck and its intended use. Any such requested change shall be subject to mutual agreement with the selected Vendor and an equitable adjustment to the contract price, with the Board responsible for the agreed additional cost. Such changes shall not materially alter the overall scope or competitive basis of this procurement.

RFP HOLDERS LIST

Vendors responding to this RFP are requested to register on the RFP Holders List by contacting Anna Valsing, with the Jackson Hole Airport, by email at anna.valsing@jhairport.org.

QUESTIONS

If discrepancies or omissions are found by any Vendor or there is doubt as to the true meaning of any part of the RFP, a written request for clarification or interpretation shall be submitted before the deadline set forth in this RFP. Questions submitted after this time will not be considered.
Any clarification or interpretation or change to the RFP will be by written addendum. The Board is not responsible for any explanation, clarification, interpretation, or approval made or given in any manner except by written addendum. A copy of each addendum will be posted on the JAC website and provided to Vendors registered on the RFP holder's list. Any addenda so issued are to be considered a part of the RFP document.

All questions and correspondence related to this RFP shall be emailed to the Authorized Representative designated below:

Anna Valsing
Jackson Hole Airport
anna.valsing@jhairport.org

PROPOSAL CONTENT

SOQs shall include, **at a minimum**, the following:

1. Cover Letter. A cover letter signed by the submitting Vendor's primary contact person.

2. Technical Documentation and Specification Compliance. Vendor shall enclose complete documentation and illustrative descriptions, including certifications, brochures, catalogue cut sheets, technical data, and the completed specification compliance/exception information from Exhibit A, sufficient to demonstrate the specifications and capabilities of the proposed unit.

3. Statement of Warranty. Vendor shall enclose a letter on company letterhead detailing the manufacturer's chassis warranty and warranty details for the service body, hydraulic crane, compressor, hydraulic system, and all added equipment/accessories. Vendor shall identify the name and address of the nearest authorized OEM chassis warranty facility and service locations for major upfit components.

4. Parts & Service Availability. Vendor shall enclose a letter on company letterhead outlining availability of replacement parts, technical support, diagnostic resources, and maintenance services for the chassis and major upfit components.

5. References. Vendor shall provide up to three references that the Board may contact regarding comparable mechanic service trucks, crane service bodies, or similar fleet equipment furnished by the Vendor.

6. Schedule. Vendor shall provide a guaranteed date of delivery and proposed payment schedule.

7. Pricing. Itemized purchase pricing shall be provided for the complete unit, including chassis, body, crane, compressor, hydraulic system, required accessories, installation, delivery, training, warranty, and any separately priced options or alternatives.

8. Sample Purchase Contract. The Board reserves the right to negotiate an agreement having differing terms.

Vendors must label any information in their submittal that they consider confidential or proprietary. The Board is a governmental entity subject to the open records requirements under the laws of the State of Wyoming and may be obligated to disclose information contained in a Proposal as required by law.

SUBMITTAL REQUIREMENTS

Interested Vendors shall submit electronically their complete Proposal package via email to anna.valsing@jhairport.org with a subject line of "Vendor Name - Proposal for Mechanic Service Vehicle with Hydraulic Crane".

Proposals shall be submitted no later than 3:00 pm (MST) on Wednesday, November 25, 2026. No Proposal will be opened prior to the proposal due date.

Proposals received after the deadline shall remain unopened and will under no circumstances be considered.

SCHEDULE OF KEY EVENTS, DATES, AND TIMES

RFP Published	October 28, 2026
Deadline for Questions	November 6, 2026
Addendum Answering Questions Issued	November 11, 2026
Proposals Due	November 25, 2026
Estimated Award Date of OR Contract	December 16, 2026

EVALUATION CRITERIA AND PROCESS

An Evaluation Committee shall be formed for the purpose of reviewing submitted Proposals and making recommendations to the Board. In evaluating the Proposals, the Evaluation Committee shall use the following criteria:

Evaluation Criteria	Weighting
Fee Proposal	25
Features and Specifications	25
Delivery Date	15
Parts and Service Availability	10
Warranty	10
References	10
Wyoming Resident Preference	5

The Evaluation Committee will score and rank each proposal. The Board reserves the right to conduct interviews of one or more short-listed proposers. If there is no need to conduct interviews, the Board may move forward with award of an Agreement.

The Board and the Evaluation Committee reserve the absolute right to conduct such investigations as they deem necessary to assist in the evaluation of Vendors and to establish the experience, responsibility, reliability, references, reputation, business ethics, history and financial ability of the Vendor. Such investigations could include a virtual or on-site interview with one or more Vendors. The purpose of such investigation is to satisfy the Board that the Vendor has the experience, resources and commercial reputation necessary to perform its obligations under the terms of the Agreement. Any incomplete, false or misleading information provided by or through the Vendor shall be grounds for non-consideration.

Whether or not interviews or negotiations are held, award of an Agreement may be made to the Vendor whose proposal is deemed most advantageous to the Airport, considering all evaluation factors. The Board shall be the sole judge of this determination. A copy of the Vendor's Proposal may be attached to the Agreement. However, in the event of any ambiguity with any attachments, the Agreement will prevail. The Board intends to make one (1) award but may make multiple awards if determined to be in the best interest to the Airport.

In accordance with Wyoming law, a 5-point preference is hereby given to materials, supplies, agricultural products, equipment, machinery and provisions produced, manufactured or grown in Wyoming. This preference applies in favor of materials that are produced, manufactured or grown in Wyoming, or that are supplied by a resident of the state who is competent and capable to provide the materials within the state of Wyoming.

GENERAL TERMS AND CONDITIONS

General Conditions

Any changes or clarifications to this RFP will be issued by written addendum which will be published on the Airport website and sent to those parties registered on the RFP Holders List.

The Board shall not be responsible for any verbal communication or to deliver addenda to Vendors not registered on the RFP Holders List.

The Board shall not be responsible for the costs incurred in responding to this RFP or any costs incurred prior to award by the Board and execution of the Agreement.

The Board reserves the right to reject any or all Proposals and to be the sole judge of the qualifications of the respective Proposals received.

Influencing the Process

Vendors or their agents (including the Vendor's employees, representatives, agents, lobbyists, attorneys, and sub-consultants) are instructed not to contact evaluation committee members, JAC employees, or the Board for the purposes of influencing the Board's decision, creating bias in the evaluation process, or influencing the RFP process in any way beginning on the Date of Release of this RFP through actual Award Date By the Board. The Board, in its sole discretion, may disqualify Vendors for any violation of the requirements of this section.

This policy is intended to create a level playing field for all potential Vendors and to protect the integrity of the evaluation process. All contact during this evaluation process should be addressed only to the Authorized Representative identified in the Process for Questions section of this RFP.

Title VI Solicitation Notice

The Jackson Hole Airport Board, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4), 28 CFR § 50.3, and 49 CFR Part 21, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, creed, age, or disability in consideration for an award.

Non-Collusion

By submitting a proposal, the Vendor shall certify that such proposal is genuine and not collusive or sham; that said Vendor has not colluded, conspired, connived, or agreed, directly or indirectly with any responder or person, to put in a sham response, or that such other person shall refrain from offering and has not in any

manner, directly or indirectly sought by agreement or collusion, or communication or conference, with any person to fix the submittal of affiant or any other responder or to fix any overhead, profit or cost element of said proposal or of that of any other responder or to secure any advantage against the Board by any person interested in the proposed Agreement; and that all statements in said proposal are true; and further, that such Vendor has not, directly or indirectly submitted its RFP, or the contents thereof, or divulged information or data relative thereto to any other Vendor making a proposal.

Assignment
No Agreement awarded under this RFP may be sold, transferred, or assigned without the written approval of the Board.

Independent Vendor Status
The successful Vendor shall not, by entering into an Agreement, become a servant, agent, or employee of the Board, but shall remain at all times an independent Vendor. The Agreement resulting from this RFP, if any, shall not be deemed to create any joint venture, partnership, or common enterprise between the Vendor and the Board.

Confidentiality
Vendors must label any information in their submittal that they consider confidential or proprietary. The Board is a governmental entity subject to the public records requirements under the laws of the State of Wyoming and may be obligated to disclose information contained in a proposal as required by law.

Changes to this RFP
The Board reserves the right at its sole discretion, to extend the proposal Due Date or other deadlines, modify or amend any and all provisions herein, and to make changes to this RFP. Any changes and clarifications will be made by written addendum, which will be published on the Airport website and sent to those parties registered on the RFP Holders List. It is the responsibility of each Vendor to be properly recorded as a Vendor of record with the Board, for purposes of receiving clarifications, addenda or other pertinent information

Withdrawal of Proposal
Proposals may not be withdrawn after the proposal Due Date. In submitting the proposal, the Vendor agrees that the proposal will remain valid for 180 calendar days after the proposal Due Date and may be extended beyond that time by mutual agreement.

Reservation of Rights
There is no guarantee that a Vendor will be interviewed and no guarantee that those interviewed will be awarded an Agreement. The Board reserves the right to reject any and all Proposals; to waive any informalities or irregularities in any proposal received; to withdraw this RFP at any time; to extend the time for submittal of Proposals; to conduct or not conduct interviews; to reschedule interviews scheduled; or to recommend no Vendors for an award.

JACKSON HOLE AIRPORT
MECHANIC SERVICE TRUCK WITH HYDRAULIC CRANE
Exhibit A – Desired Specifications

Spec	Specification	Y	N
1.0	**GENERAL**		
1.01	One (1) new, current-production mechanic service truck consisting of a Class 5 or equivalent 4x4 crew-cab chassis, approximately 11-foot crane service body, hydraulic service crane, hydraulic air compressor, hydraulic power system, welder/generator, and specified accessories. Unit shall be complete, fully installed, tested, road-legal, and ready for service at delivery.		
1.02	All components shall be new and of current production. Accessories and installation items required for a safe and fully functioning unit shall be included whether or not specifically listed.		
1.03	The bidder/upfitter shall be responsible for complete chassis-to-body integration, including structural attachment, electrical integration, hydraulics, weight distribution, center-of-gravity review, axle loading, lighting, and final-stage certification.		
1.04	No specification is intended to require a particular chassis, body, crane, compressor, or accessory manufacturer. Equivalent or superior designs are acceptable when the bidder documents equal or better function, capacity, durability, safety, serviceability, and warranty.		
1.05	Bidder shall provide a completed vehicle weight analysis showing estimated curb weight after upfit, front and rear axle loads, GVWR/GAWR compliance, and remaining payload available for personnel, tools, parts, fluids, and cargo.		
2.0	**CRANE SERVICE BODY**		
2.01	Body shall be a corrosion-resistant aluminum mechanic/service body designed and structurally rated for installation of the proposed hydraulic service crane and related equipment.		
2.02	Compartment tops shall be heavy-duty aluminum extrusion with integral accessory-mounting channels or equivalent no-drill mounting provisions and longitudinal reinforcement suitable for crane-body service.		
2.03	Compartment backs shall be heavy-duty minimum 1/8-inch aluminum or equivalent structural construction, positively tied into the compartment top/side structure for maximum rigidity.		
2.04	Compartment bottoms shall be heavy-duty minimum 1/8-inch aluminum or equivalent, with full-length structural support beneath the compartment floor.		
2.05	Side compartments shall be approximately 22 inches deep and 52 inches high, with a body length approximately 133 inches excluding the rear workbench bumper. Minor dimensional variation is acceptable when required for the proposed crew-cab/84-inch-CA chassis, provided comparable usable storage is maintained.		
2.06	Street-side forward vertical compartment shall include an internal full-height divider and dual overlapping doors. Target compartment size is approximately 52 in H x 55 in W x 22 in D, or equivalent usable volume and access.		
2.07	Curb-side forward storage shall include two vertical compartments generally comparable to the reference layout: one approximately 52 in H x 34 in W x 22 in D with an approximately 8-inch drop well, and one approximately 52 in H x 21 in W x 22 in D, or equivalent usable storage.		
2.08	Both sides of the body shall include a horizontal compartment approximately 30 in H x 53 in W x 22 in D, or equivalent usable volume, with wide-opening access doors.		
2.09	Both sides shall include a rear vertical compartment. The curb-side rear crane compartment and supporting structure shall be engineered and certified for a minimum 50,000 ft-lb-class crane load moment and the full rated capacity of the proposed crane.		
2.10	Crane compartment structure shall use heavy steel reinforcement comparable in strength to 1/4-inch wall plates, a substantial top mounting plate, and structural supports tied into the body understructure, or an engineered equivalent certified by the body/crane manufacturer.		
2.11	Crane reinforcement shall be structurally isolated from forward aluminum compartment walls as required to prevent side-pack twisting. Body understructure shall incorporate a torsion-resistant box/subframe and crossmembers engineered for the proposed crane and chassis.		
2.12	Drawer units shall provide one-hand/one-motion positive drawer latching, minimum 250-lb-rated full-extension slides, aluminum or equivalently corrosion-resistant construction, drawer liners, slide-out top shelf/work surface, top shelf, and a minimum of three adjustable front-to-back dividers per drawer. Drawer banks shall be powder coated or otherwise corrosion protected and illuminated by LED lighting tied to the compartment-light circuit.		
2.13	Drawer layout shall include: (a) street-side forward vertical compartment, forward of divider: full available opening width x approximately 18 in deep with three approximately 3-in drawers, three approximately 5-in drawers, and one approximately 7-in drawer; (b) street-side forward vertical compartment, rear of divider: same or equivalent drawer capacity; and (c) street-side horizontal compartment: full available opening width x approximately 18 in deep with three approximately 3-in drawers and two approximately 5-in drawers. Dedicated bolt-bin drawer assemblies are NOT required.		
2.14	Curb-side forward welding-gas storage shall include secure body-mounted oxygen/acetylene cylinder restraints, a full-height divider, at least two adjustable shelves, and a dual-line oxy/acetylene hose reel with suitable whip hoses/fittings. Adjacent curb-side compartments shall provide adjustable shelving for service tools and supplies.		
2.15	Curb-side rear crane compartment shall include a welded or equivalently supported shelf with the 1/2-inch x 50-foot service-air hose reel mounted in a protected location below the shelf or as otherwise approved by the body manufacturer.		
2.16	Provide compartment-top block/rigging storage beneath the stowed crane boom on the curb side. Target size is approximately 20 in x 108 in. Storage shall be aluminum or corrosion-resistant equivalent, white or body-matched, include Dri-Dek or equivalent drainable liner, and mount to body accessory rails or structural provisions without unnecessary drilling into compartment tops.		
2.17	Compartment doors shall be double-panel reinforced aluminum construction comparable to a 14-gauge outer panel and 18-gauge inner panel of 5000-series aluminum, or equivalent strength/corrosion resistance. Internal hat-section or equivalent reinforcement shall be provided to control flex and torsion.		
2.18	All vertical compartment doors shall use positive double-spring, over-center, gas-strut, or equivalent retainers that securely hold doors in both the open and closed positions as appropriate to the door design.		

Spec	Specification	Y	N
2.19	Door hinges shall be stainless steel or equivalently corrosion-resistant heavy-duty construction. Billet-style hinges with hidden fasteners and approximately 5/16-inch stainless hinge pins, or an equal-or-better sealed heavy-duty hinge design, are acceptable.		
2.20	Door latches shall be polished stainless steel or equivalently corrosion-resistant compression latches with three-point or equivalent multi-point securing. Latch mounting hardware shall be concealed/protected where practical. Each door shall be individually lockable, and a body-side master locking system shall provide convenient locking/unlocking from each side of the body.		
2.21	Primary door seals shall be automotive bulb-type neoprene/EPDM or equivalent. A secondary perimeter seal or equivalent double-seal system shall be provided to minimize water, snow, dust, and deicing-chemical intrusion and prevent metal-to-metal door contact.		
2.22	Rear tailgate shall be approximately 12 inches high and constructed of minimum 1/8-inch heavy-duty aluminum or equivalent. Over-center side supports, cables, or equal hardware shall hold the tailgate level with the load floor when open and provide positive latching when closed.		
2.23	Rear workbench bumper shall provide approximately 21 in x 76 in of usable work surface. Work surface shall be approximately 1/4-inch smooth steel plate or equivalent heavy-duty construction with approximately 1-1/2-inch rear overhang suitable for clamping.		
2.24	Provide removable vise-mount receiver(s) at both ends of the rear workbench and one heavy-duty approximately 5-1/2-inch-class bench vise mounted to a removable plate with Grade 8 or equivalent high-strength hardware.		
2.25	Rear bumper shall incorporate a 2-inch receiver hitch, safety-chain attachment points, and a 7-way RV-style trailer connector. Provide a heavy-duty 2-5/16-inch combination hitch rated approximately 6 tons or greater and compatible with the receiver.		
2.26	Provide a through-compartment beneath the rear workbench with access doors on both sides. Doors shall use locking hardware consistent with the main service-body compartments.		
2.27	Rear bumper/body structure shall incorporate an outrigger housing/tube structure comparable to 6 in x 4 in x 3/8-in-wall structural tubing or an engineered equivalent sized for the proposed crane. Rear stabilizers shall provide hydraulic deployment/retraction and hydraulic up/down functions as required for safe full-capacity crane operation.		
2.28	Provide a slide-out or equivalent non-slip rear access step and at least one securely mounted grab handle for safe access to the cargo/work area.		
2.29	Relocate/integrate the OEM or equivalent rear-view camera into the completed body above or near the receiver hitch so the factory display and safety functions remain operational. A high-mounted supplemental camera remains preferred under Section 6.		
2.30	Body wire-harness system shall be preinstalled and sized to accommodate the crane, compressor, compartment lighting, exterior work lighting, amber/emergency lighting, inverter, and reasonable future auxiliary circuits without ad-hoc splicing.		
2.31	Body wiring shall be routed in woven loom, abrasion-resistant conduit, or equivalent protection. All wires shall be permanently labeled for service/troubleshooting, terminals shall use sealed automotive-type connections, and circuits shall include appropriate fusing/breakers, relays, grounding, strain relief, and accessible service points.		
2.32	LED compartment-light package shall provide at least one LED light strip in each vertical compartment and at least two LED light strips in each horizontal compartment, arranged to illuminate drawers/shelves without major shadowing.		
2.33	Exterior work-light package shall provide a minimum of six LED work/flood lights: one at each body corner plus rear work lights near/above each tail-light area, or an equivalent arrangement providing comparable 360-degree work-area illumination. Work lights shall be controlled from a labeled cab upfitter switch and/or body control.		
2.34	Provide two articulating rear work lights mounted above the workbench/side-pack area. Each shall provide approximately 4,000 lumens or greater, swivel at the base and lamp head, use corrosion-resistant housings, and be IP67 or better. A five-year-class fixture warranty is preferred.		
2.35	Rear combination lighting shall use high-intensity LED stop/turn/tail and reverse lamps, marker and license-plate lighting, and integrated amber strobe capability with selectable flash patterns where permitted. Lighting shall comply with FMVSS 108 and applicable DOT requirements.		
2.36	Install an anti-zap/welding surge protector or equivalent system designed to protect chassis and body electronics during MIG, TIG, stick, or other field-welding operations.		
2.37	Body aluminum/steel shall receive precoat cleaning/sealing or equivalent surface preparation. Primer shall be oven-cured or otherwise applied using a durable commercial process appropriate for corrosion resistance.		
2.38	Exterior body finish shall be high-gloss baked polyurethane enamel, powder coat, or equivalent durable commercial finish in white to closely match the chassis. Crane/body accessories shall be finish-matched where practical.		
2.39	Completed body understructure and exposed road-facing steel shall receive approximately 3 mils of petroleum-base undercoating or an equivalent durable corrosion-protection system suitable for Wyoming winter, road-salt, and deicing-chemical exposure.		
2.40	Apply LINE-X brand spray-on bedliner OR APPROVED EQUIVALENT heavy-duty polyurethane/polyurea coating to the cargo floor, cargo-area walls subject to impact, and top of the rear workbench bumper.		
2.41	Cargo area floor shall include a minimum of six recessed heavy-duty tie-down points.		
2.42	Install E-track on both sides of the cargo-area walls, minimum one longitudinal row per side, and provide at least four compatible heavy-duty ratchet straps. Equivalent airline/L-track may be proposed only if equal-or-better load rating, attachment flexibility, and accessory availability are documented.		
2.43	Provide heavy-duty rubber fenderettes/wheel-opening protection and heavy-duty rubber mud flaps behind the rear axle.		
3.0	**HYDRAULIC SERVICE CRANE**		
3.01	Hydraulic telescopic service crane shall have a rated maximum lifting capacity of not less than 8,500 lb and a load moment rating of not less than 50,000 ft-lb.		
3.02	Crane shall provide at least 30 feet of horizontal hydraulic reach and at least 30 feet of vertical reach above the crane base. Two or more powered hydraulic boom extensions are acceptable.		
3.03	Powered rotation shall be at least 360 degrees. Rotation system shall be designed for service-crane duty and include positive braking/holding capability.		
3.04	Crane shall include manufacturer-rated wire rope, hook and sheave system, snatch block as required for full rated capacity, and anti-two-block protection meeting applicable safety standards.		

Spec	Specification	Y	N
3.05	Crane cylinders shall include load-holding/counterbalance protection to prevent uncontrolled movement in the event of hydraulic hose or line failure.		
3.06	Crane shall include an integrated rated-capacity/load-moment monitoring and overload protection system that prevents operation into an unsafe overload condition.		
3.07	Provide a secure wireless proportional crane remote, using 2.4 GHz or the crane manufacturer's current commercial radio system. Remote shall permit one-hand operation and proportional/feathered crane-speed control, with dedicated controls for all primary crane functions. Where supported by the chassis/body interface, remote shall also control engine high-idle, compressor enable/disable, and engine start/stop. Remote shall include magnetic retention or an equivalent secure stowage feature.		
3.08	Remote/operator feedback system shall provide a readable display and/or equivalent clear feedback showing actual hook load, current boom reach from crane centerline, rated/remaining capacity at the current position, and percent of rated capacity. Haptic/vibration warning is preferred in addition to visual indication.		
3.09	Crane control system shall automatically restrict unsafe movement in an overload condition and shall enter a safe/restricted mode if a required load-sensing or safety-calculation device becomes inactive or faults. Any manufacturer-provided temporary boost/capacity mode shall remain within the crane manufacturer's certified operating envelope and shall be clearly indicated to the operator.		
3.10	Crane/remote system shall calculate and display rated lifting capacity in real time for the current boom position/reach. The system may provide this information whenever crane electrical power is enabled, subject to the crane manufacturer's interlocks and safety logic.		
3.11	Provide an in-cab charging/storage mount for the crane remote. The system shall provide a warning if the remote is not secured in its travel mount when the vehicle is shifted into gear, where supported by the proposed control system, or an equivalent travel-security interlock/warning.		
3.12	Crane shall provide integrated overload shutdown logic that prevents crane movement in a direction that would further increase an overload condition.		
3.13	All crane cylinders shall use counterbalance/load-holding valves or equivalent means to prevent cylinder collapse or uncontrolled movement after hydraulic hose/line failure.		
3.14	Anti-two-block device shall remain functional through normal boom and snatch-block movement and shall be compatible with the proposed hook/block arrangement and applicable ASME/ANSI requirements.		
3.15	Provide dual LED boom-tip work lights, self-leveling/gravity-oriented or otherwise aimed toward the load, switchable from the crane remote or equivalent crane control.		
3.16	Provide an in-cab warning indicator showing when the crane is not fully stowed for vehicle travel.		
3.17	Provide an adjustable crane boom support/cradle for the stowed boom. Support shall mount to body structural/accessory rails where practical to avoid unnecessary drilling of compartment tops and shall not interfere with the under-boom block/rigging storage specified in Section 2.16.		
3.18	Crane and body installation shall be completed in accordance with the crane/body manufacturer's installation requirements and all applicable OSHA, ASME/ANSI, FMVSS, and state requirements. Bidder shall submit the proposed crane's stowed dimensions, weight, center of gravity, mounting requirements, hydraulic requirements, and full load chart.		
4.0	**HYDRAULIC AIR COMPRESSOR**		
4.01	Hydraulically driven air compressor shall deliver a minimum of 40 CFM at 100 PSI and be capable of at least 150 PSI maximum working pressure.		
4.02	Compressor shall be industrial-duty, pressure-lubricated or equivalent, enclosed for weather protection, and mounted to permit routine service without removal of major body components.		
4.03	Hydraulic drive and controls shall be sized by the compressor manufacturer/upfitter for full rated output and shall include required pressure relief, filtration, cooling, and control valves.		
4.04	Provide a minimum 1/2-inch x 50-foot air hose reel mounted in a protected body compartment and plumbed through an appropriate filter/regulator/lubricator or equivalent service-air conditioning assembly.		
4.05	Provide not less than 20 gallons total compressed-air receiver capacity, securely mounted to the chassis/body and protected from road damage and corrosion.		
4.06	Bidder shall state compressor manufacturer/model, CFM at 100 PSI, maximum pressure, hydraulic flow/pressure requirement, service intervals, and warranty.		
5.0	**PTO / HYDRAULIC POWER SYSTEM**		
5.01	Provide an OEM-approved transmission PTO provision and hot-shift PTO, or an OEM/upfitter-approved equivalent hydraulic power source, compatible with the proposed 4x4 chassis and automatic transmission.		
5.02	Hydraulic pump arrangement may be tandem-section or another engineered configuration capable of supplying the crane and compressor at each equipment manufacturer's required flow and pressure.		
5.03	Provide electronic engine speed/high-idle control integrated with the chassis and hydraulic system so the engine automatically maintains the RPM required for safe crane and compressor operation.		
5.04	Provide hydraulic reservoir capacity of approximately 20 gallons minimum or the greater capacity recommended by the selected crane/compressor manufacturers, with serviceable return filtration, sight/level indication, breather, drain, and temperature control as required.		
5.05	Hydraulic hoses, fittings, routing, shielding, and retention shall be rated for the system working pressure and protected from abrasion, heat, road debris, and service damage.		
6.0	**CHASSIS - MANUFACTURER-NEUTRAL**		
6.01	New, current-production Class 5 or equivalent commercial chassis cab suitable for an approximately 11-foot crane service body.		
6.02	Crew Cab with four full-size side doors and seating for a minimum of five adults. Six-passenger seating is preferred where offered by the proposed OEM.		

Spec	Specification	Y	N
6.03	Four-wheel drive (4x4) with dual rear wheels.		
6.04	Nominal 84-inch cab-to-axle (CA). OEM wheelbase corresponding to the 84-inch CA configuration is acceptable; approximately 197-204 inches is expected depending on manufacturer.		
6.05	Gross Vehicle Weight Rating (GVWR) shall be not less than 18,000 lb. Chassis shall also have sufficient front/rear GAWR and completed-vehicle payload for the body, crane, compressor, accessories, occupants, tools, fluids and cargo without exceeding any OEM rating.		
6.06	Gasoline engine is preferred and shall be supplied when the proposed OEM offers a gasoline engine in the specified Class 5 crew-cab 4x4 configuration. If an otherwise compliant OEM does not offer gasoline in that configuration, the bidder may propose the OEM's diesel powertrain as an alternate and shall clearly identify the exception.		
6.07	Automatic transmission with OEM-approved PTO capability. Number of transmission speeds and transmission trade name are not specified.		
6.08	Commercial 19.5-inch-class tires and wheels, traction or all-position tread suitable for snow/ice service, with load rating appropriate for the proposed axle ratings. Exact tire brand, size suffix, and wheel finish are not specified.		
6.09	Rear axle ratio shall be the OEM/upfitter-recommended ratio for the proposed powertrain, 4x4 drivetrain, GVWR, tire size, PTO operation, and completed vehicle use. Limited-slip or locking rear differential is preferred where available.		
6.10	Heavy-service suspension, payload, or upfitter package appropriate for the completed crane-body installation. Chassis/upfitter shall not use suspension modifications that reduce rated capacity or void OEM warranty. Bidder shall identify any available OEM rear air-suspension or load-leveling option and provide separate optional pricing if offered.		
6.11	OEM engine block heater suitable for cold-weather operation.		
6.12	Highest-output OEM alternator or dual-alternator package reasonably available with the proposed engine/chassis configuration, plus dual batteries or equivalent heavy-duty electrical storage. Bidder shall state total alternator output.		
6.13	Provide a minimum of six OEM-integrated auxiliary/upfitter switches for installed body equipment. Additional programmable auxiliary switches or circuits are preferred. Switches shall be labeled for their installed function.		
6.14	Chassis shall include an OEM body-builder/vehicle-integration interface, programmable body-control interface, or equivalent upfitter connection capable of integrating PTO, remote/high-idle throttle, warning lighting, crane/compressor controls, camera systems, and other body equipment without unauthorized modification of OEM wiring.		
6.15	Provide an OEM rear-view camera/prep or compatible camera system integrated into the completed body. A supplemental or relocatable high-mounted rear camera providing an unobstructed view above or behind the service body is preferred.		
6.16	Exterior mirrors shall be commercial/towing type with heated power-adjustable main glass and integrated convex/wide-angle viewing. Power-folding and/or power-telescoping capability is preferred where available.		
6.17	Provide power windows, power door locks, remote keyless entry, and a secure exterior-mounted vehicle lock/unlock control. Acceptable exterior controls include an OEM keypad, proximity/touch control, or approved upfitter-installed keypad/control integrated with the OEM central locking and security system.		
6.18	Front and rear seating surfaces shall be upgraded leather, leather-like synthetic material, or comparable premium durable seating suitable for commercial use. OEM or approved aftermarket/upfitter seating is acceptable. Heated front seats are required. A power-adjustable driver seat is required; a power-adjustable front passenger seat is preferred where available.		
6.19	Automatic climate control is preferred. Rear-window defrost shall be provided. Privacy glass in the rear doors and rear window is preferred where available.		
6.20	Heavy-duty rubber/vinyl floor covering or equivalent durable commercial interior floor surface shall be provided, together with removable all-weather floor liners.		
6.21	Provide heavy-duty full-length running boards or equivalent cab-access steps serving both front and rear doors.		
6.22	OEM front wheel-well liners, splash shields, or equivalent corrosion/debris protection are preferred for winter, deicing-chemical, gravel, and snow service.		
6.23	OEM tire-pressure monitoring shall be provided where available for the proposed chassis. Individual tire-position pressure display is preferred where available.		
6.24	Chassis shall be equipped with OEM emissions equipment certified for legal operation in all 50 states where such certification is offered for the proposed chassis and powertrain.		
6.25	Provide OEM engine immobilizer/theft-deterrent system or equivalent vehicle security system integrated with remote keyless entry.		
6.26	Provide OEM roof marker/clearance lamps and all other legally required commercial-vehicle lighting applicable to the proposed completed vehicle.		
6.27	Remote engine start shall be provided where compatible with the proposed chassis, powertrain, and OEM safety requirements.		
6.28	Fuel capacity shall be not less than approximately 40 gallons where available in the required crew-cab/84-inch-CA configuration. A total usable capacity of 50 gallons or greater is preferred. Bidder shall state total usable fuel capacity and tank location and shall identify available auxiliary/dual-tank options and pricing.		
6.29	Trailer brake controller and 7-way trailer wiring shall be provided where compatible with the completed body and hitch.		
6.30	Provide readily accessible, clearly marked heavy-duty chassis jump-start terminals or remote jump-start posts suitable for safely connecting commercial booster cables without removal of body panels or major components. OEM or approved upfitter-installed terminals are acceptable.		
6.31	Chassis shall preferably include an OEM embedded telematics modem or fleet-connectivity capability capable of reporting vehicle mileage, engine hours, diagnostic/vehicle-health information, and basic fleet data. Bidder shall identify included service period, subscription requirements, and ongoing costs.		

Spec	Specification	Y	N
6.32	Bidder shall state curb-to-curb turning diameter for the proposed completed chassis configuration. Maneuverability suitable for airport ramps, equipment areas, and maintenance facilities will be considered in evaluation of the proposed chassis.		
6.33	Spare tire/wheel and chassis-rated jack shall be provided and carried in a safe, accessible location after body installation.		
6.34	Chassis shall include OEM or upfitter provisions necessary for body integration, including PTO interface, electrical pass-through/upfitter interface, and any required high-idle or remote-throttle capability.		
6.35	Bidder shall identify chassis model year, manufacturer, model, cab configuration, engine, transmission, wheelbase, CA dimension, GVWR, front/rear GAWR, estimated curb weight, estimated payload after upfit, alternator output, fuel capacity, turning diameter, telematics capability, and warranty.		
6.36	Bidder shall identify and separately price any available OEM onboard AC power system of approximately 2 kW or greater. This is an optional enhancement and does not replace the required service-body inverter or welder/generator.		
7.0	**REQUIRED / DESIRED SERVICE EQUIPMENT**		
7.01	Provide an engine-driven welder/generator mounted on the service body with minimum 250-amp-class welding output and minimum 9,000 watts continuous AC generator output. Unit shall include remote engine start/stop, digital operating/status display, engine-hour and maintenance/service indication, minimum 10-gallon integral fuel capacity, weather cover, service-accessible mounting, and a minimum three-year manufacturer warranty.		
7.02	Welder/generator shall provide 12/24-volt battery charging and engine-start assist capability or equivalent functionality appropriate for heavy-equipment field service.		
7.03	Provide welding leads consisting of two minimum 50-foot 1/0-gauge welding leads with industry-standard quick connects, one minimum 10-foot 1/0 ground lead with heavy-duty ground clamp, one minimum 10-foot 1/0 electrode-holder/stinger lead, and one minimum 20-foot heavy-duty battery charge/jump-start cable assembly compatible with the welder/generator.		
7.04	Provide a minimum 3,000-watt continuous pure-sine-wave inverter controlled from a labeled cab/upfitter switch. Inverter shall supply a workshop power station with at least six 120V receptacles, USB charging ports, and two LED task lights of approximately 1,000 lumens each or greater, plus a weatherproof exterior 120V receptacle at the rear/side work area.		
7.05	Provide the compartment-top block/rigging storage beneath the crane stowage described in Section 2.16, sized and positioned so chains, blocks, slings, and crane accessories can be securely stored without interfering with crane travel or compartment doors.		
7.06	Provide removable cargo-area canopy/tarp system with bows or equivalent weather cover, designed to prevent water/snow pooling and including LED cargo-area illumination.		
7.07	Provide a lockable, corrosion-resistant top-mounted toolbox suitable for flammable/service supplies, with appropriate labeling, lighting, and safe access step.		
7.08	Provide SAE-compliant Class 1 or equivalent amber LED warning lightbar/beacon with selectable flash patterns.		
7.09	Provide an FCC-compliant cellular signal booster suitable for commercial vehicle use.		
7.10	Provide an ICC/DOT-type safety kit including minimum 10-lb fire extinguisher, warning triangles, first-aid kit, and bleeding-control kit.		
7.11	Any suspension leveling or auxiliary spring work required after final body installation shall be OEM- or upfitter-approved and shall not increase or imply an increase in GVWR/GAWR.		
7.12	Provide secure spare-tire storage and cargo restraint after body installation.		
7.13	Completed crane installation shall receive a documented third-party or manufacturer-authorized inspection/load test as required by applicable regulation and accepted industry practice.		
7.14	Completed chassis shall receive a DOT/commercial vehicle safety inspection before delivery.		
7.15	Delivery to Jackson Hole Airport shall include on-site operator and maintenance familiarization by an authorized representative. Training shall cover chassis/body integration, crane operation, outriggers, overload systems, compressor, hydraulics, welder/generator, emergency procedures, routine inspections, and maintenance.		
7.16	Bidder shall provide operator, service, parts, electrical, hydraulic, and installation manuals in electronic format, plus recommended spare-parts list and all required keys/remotes/software access.		