



August 18, 2016

Mr. Chris Knight
City of Stillwater
723 Lewis
Stillwater Oklahoma 74076

We are pleased to present the following **Oklahoma State Purchasing Contract SW197** bid for four 2017 Freightliner M2 106/Heil DPF 5000 25 yard rear load refuse packer with the following standard body features:

- 3.94 cubic yard hopper
- Smooth side body construction
- Extra duty 80,000 psi body
- Bolt on ANSI rear riding steps, tailgate service props
- Chrome plated cylinder rods, chrome plated ejector cylinder sleeves
- Under body mounted oil tank, level/temperature/sight gauge for hydraulic oil tank
- Oil suction shut off valve
- 140 micron suction line strainer
- 3 micron return line filter with magnetic trap and in-cab filter bypass monitor
- Regenerative valve for fast packer and reload times
- Right side buzzer controls, right side packer controls
- Back up alarm, center mounted brake light
- Duplicate high and low mount stop, turn and tail lights, LED lights
- Mid-body turn signals, ICC reflective tape
- Body undercoating, cavity and joint sealer
- Rear camera bracket and flood lights-reverse activated
- Standard one year (2000) hours of operation) warranty

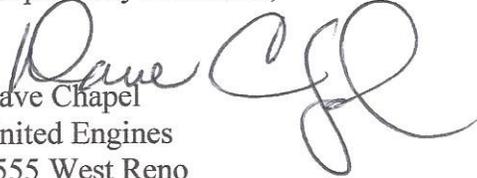
Bid price also includes the following optional equipment:

- Full factory mount
- Hot shift PTO
- Steel mud flaps ahead of rear tires
- Fast cycle pump
- Body side door and step
- Body side back up lights
- Dual hopper work light
- Rear roll bar with lip and latch kit
- 15,000 lb. reeving cylinder
- Peterson safety strobe light system
- Body side back up lights



All sales are subject to United Engines Terms and Conditions of Sale which can be found at <http://unitedengines.com/UEStandardTC.pdf> and which are incorporated by reference into this document as if fully set forth herein.

Respectfully submitted,


Dave Chapel
United Engines
5555 West Reno
Oklahoma City Oklahoma 73127
405-625-2044
dchapel@unitedengines.com



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City of Stillwater Oklahoma trade in values from Carolina Environmental Systems Inc. based on the following:

Four 2017 Freightliner M2 106/Heil 5000 rear loaders-Each \$ 193,115.00 Total \$ 772,460.00
Two 2016 Mack GU/Heil Kwik Lift roll offs-Each \$ 177,500.00 Total \$ 355,000.00
Grand total \$ 1,127,460.00

Three year trade out value of above trucks:

Freightliner/Heil 5000-Each \$ 88,333.00 Total \$ 353,332.00
Mack/Heil Kwik Lift -Each \$ 82,837.00 Total \$ 165,674.00
GRAND TOTAL THREE YEAR BUY OUT \$ 519,006.00

All trade in values are subject to Carolina Environmental Systems Terms and Conditions of Sale that are attached to this document.

Respectfully submitted,

A handwritten signature in blue ink that reads "Dave Chapel".

Dave Chapel
United Engines
5555 West Reno
Oklahoma City Oklahoma 73127
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405-625-2044

Carolina Environmental Systems, Inc

306 Pineview Dr.
Kernersville, NC 27284
Phone 800-239-7796
Fax 336-869-9979

At the time a vehicle is turned in, it must be capable of passing any applicable state and federal safety and emissions inspection. It must also meet or exceed the following Terms and Conditions. These requirements have been carefully defined to establish the operating condition of a used truck, as agreed to by both the seller and the buyer.

General

1. The purchaser reserves the right to inspect the vehicle not less than 45 days prior to the return date.
2. All standard and optional equipment, on or in truck chassis, must be in good working order, must be roadworthy, and must be on the chassis as delivered.
3. Truck must pass DOT inspection and be able to go in service without any repairs. A valid current DOT inspection certification must be provided.
4. Any unit that has been wrecked and sustained damages greater than 15% of the original contract price must be disclosed. The purchaser reserves the right to reject any and all units that have not been repaired in accordance with acceptable standards or workmanship.
5. Units (including bodies) must be maintained in accordance to the original manufacturer's published maintenance requirements. At the sole discretion of Carolina Environmental Systems, Inc proof of maintenance may be required before unit turn-in.
6. Vehicles must have a minimum of twenty (20) gallons of fuel at turn-in time.

Documents

1. A current Federal Annual and State (if applicable) inspection sticker valid for at least 120 days after the date of return must be on vehicle at time of delivery.
2. Truck must be free and clear of all liens and encumbrances.
3. All owner chassis manuals and body parts and service manuals are to be returned with unit.

Engine

1. Engine must be the original engine produced in the truck. If the engine has been replaced, owner must identify it as such and valuation may be altered based on engine age, mileage and other factors.
2. Engine must operate at a minimum of 80% of the original manufacturer's rated horsepower after allowing for driveline losses and as verified by a chassis dynamometer test.
3. Engine must be mechanically sound and within the manufacturer's specifications relating to oil pressure, coolant temperature and pressure and fuel pressure. Engine must have no leaks and be free from contamination. Crankcase blow-by must be within specification. Engine password must be cleared.
4. Engine air compressor must meet the manufacturer's performance specifications and must not exceed the manufacturer's maximum tolerances for oil blow-by (oil blown into the air system).
5. Batteries, starter, alternator and other ignition system components must be in sound condition. Batteries must be original CCA rating, capable of holding a charge and start the truck unassisted.
6. Air conditioning compressor must be operational and system must be free from defects and operate as intended.

Drivetrain

1. Clutch, Transmission, front and rear axles must be roadworthy and free from defects with no visible bends, cracks or leaks.

2. The clutch must be in adjustment or must be replaced if it cannot be adjusted to within acceptable tolerances.
3. Allison automatic transmission must shift smoothly and operate as originally intended.

Brakes

1. Brake linings must have at least 50% remaining wear. Brake drums must be free from breaks or cracks and cannot be worn in excess.
1. Steer: Matched original equipment tread type tires. Minimum 9/32" tread depth measured at the lowest point. Recaps are not acceptable.
2. Drive: Matched original equipment tread type tires. Minimum 12/32" tread depth measured at the lowest point. Recaps are acceptable - must be first time recapped casings
3. All tires must be free from cuts, bulges, gouges and have no irregular tread wear pattern, such as dishing, cupping, edging, feathering, etc.

Cab / Bodies and Equipment

1. Paint and/or body damage must not exceed \$500.00 total per unit, including, but not limited to, the sheet metal, bumper, grill, fuel tanks, fairings, dents, rust damage, etc, etc.
2. All decals, permits, unit numbers and any other customer installed identification must be removed and done so in a manner as to not damage the original paint. Any damage resulting from de-identifying the truck must be repaired.
3. Upholstery must be free from tears or open seams. Tears, open seams, holes and punctures must be repaired.
4. All glass shall be free from cracks, chips and scratches.
5. Dash panel and interior trim pieces must not be missing and must be free from holes, cracks and/or breaks.
6. All instruments, gauges, warning lights, radio, switches and knobs must be free from defect and operate as originally intended.
7. Bodies such as dump, refuse, flatbed, etc must be free from defects and perform as originally designed for by the manufacturer i/e curotto can and assembly.
8. There shall be no leaks of the hydraulic system.
9. Any repairs performed on body, including its hydraulic system, must be made with original equipment parts.