

New York State Office of General Services
Procurement Services Group
Corning Tower Building
Empire State Plaza
Albany, New York 12242
<http://www.ogs.ny.gov>

PURCHASING MEMORANDUM

BID SOLICITATION UPDATE #3

IFB NUMBER: 22339

DATE: July 7, 2011

GROUP: 40523 – BUSES (Transit), ADULT
PASSENGER (2012 Model Year & Newer)
(DOT-FTA & Others)

**PLEASE ADDRESS INQUIRIES TO
DESIGNATED CONTACTS:**

Sandra Nolan
Purchasing Officer I
(518) 474-5040
sandra.nolan@ogs.ny.gov

BID OPENING: July 13, 2011

Patricia Weidman
Purchasing Team Leader
(518) 473-2045
pat.weidman@ogs.ny.gov

SUBJECT: Final IFB Changes/Revisions and Clarifications/Responses to Solicitation Questions
AND Additional Pricing Pages to be Included with Bid

TO PROSPECTIVE BIDDERS:

Changes/Revisions are being made and Clarifications/Responses are being issued to the IFB solicitation as noted on the following pages. Bids will be considered and evaluated based on these changes and official responses. All other terms and conditions of the bid solicitation remain unchanged. All bids submitted shall take into consideration these revisions and clarifications as official amendments to the IFB.

PLEASE NOTE: Additional pricing pages 75A, 79A and 85A included in this Purchasing Memorandum must be completed and submitted with bid packet.

If submitting a bid, this letter should be signed, attached to, and made a part of your bid package.

BID OF (COMPANY): _____

ADDRESS: _____

CITY, STATE, ZIP: _____

SIGNATURE OF BIDDER: _____

PRINTED COPY OF SIGNATURE: _____ DATE: _____

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Please make the following changes/revisions to the IFB document:

OPTIONAL EQUIPMENT:

Page 41, Remote Mirrors – Types IV, V & VI only

This option was deleted in its entirety by Purchasing Memorandum, Bid Solicitation Update #2 and should now be **REPLACED** with new option (13) to read:

(13) Heated Mirrors – Types IV, V and VI only:

Provide and install transit style exterior heated mirrors.

Solicitation Questions followed by official Clarifications/Responses (in bold italics):

Page 41, OPTIONAL EQUIPMENT, Remote Mirrors

Question: On page 41 of the bid under Option 13 Remote Mirrors for Types IV, V, & VI buses only: On the bid price submittal pages for these types' buses there is no line for this option in order to provide a price. Should this option be hand written in or will this option be eliminated?

RESPONSE: This option was deleted by directive in Purchasing Memorandum Bid Solicitation Update #2. However, it is now being replaced to include heated mirrors ONLY, not requiring remote operation. Adjusted Grand Total bid price for Type IV, V & VI vehicle classifications should include pricing for these optional heated mirrors. See additional pricing pages 75A, 79A and 85A included with this Purchasing Memo and include those additional pricing pages with bid submission.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

PAGE 75A

**PLEASE PROVIDE TYPEWRITTEN RESPONSES
(OR USE BLACK INK) WHEN PREPARING YOUR
BID. BE SURE YOU HAVE INSERTED YOUR
COMPANY'S NAME IN THE BOX**

Bidder

⇒ ⇒ ⇒ ⇒ ⇒ ⇒

NYS OGS Invitation for Bids (IFB) 22339

FAX AND EMAIL BID SUBMISSIONS WILL NOT BE
CONSIDERED FOR THIS BID OPENING.

- 7. Type IV Bus, FC-CON/FE, 40 Adult Passenger
0 Wheelchair, 26,501 lb. GVWR, complete as
per specifications.

ADDITIONAL OPTIONAL EQUIPMENT

<u>Item/Option Description</u>	<u>Annual Estimated Quantity</u>	<u>Unit Price</u>	<u>Multiplied by Qty</u>	<u>Extended Total Price</u>
Heated Mirrors as described in Option 13	15	\$ _____	x 15	\$ _____
GRAND TOTAL BID PRICE ITEM NO. 7 <u>from pg 75 of the IFB</u>				\$ _____
Grand Total Bid Price Item No. 7 with Options from page 75 + Option 13 Extended Total Price =				\$ _____
ADJUSTED GRAND TOTAL ITEM 7				\$ _____

ITEM No. 7 BID SOLICITATION PAGE

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

PAGE 79A

**PLEASE PROVIDE TYPEWRITTEN RESPONSES
(OR USE BLACK INK) WHEN PREPARING YOUR
BID. BE SURE YOU HAVE INSERTED YOUR
COMPANY'S NAME IN THE BOX**

Bidder

⇒ ⇒ ⇒ ⇒ ⇒ ⇒

NYS OGS Invitation for Bids (IFB) 22339

FAX AND EMAIL BID SUBMISSIONS WILL NOT BE
CONSIDERED FOR THIS BID OPENING.

8. Type V Bus, RAMP ENTRY; 32 Adult Passenger,
0 Wheelchair; 17,000 lb. GVWR, complete as
per Specifications.

<u>Item/Option Description</u>	<u>Annual Estimated Quantity</u>	<u>Unit Price</u>	<u>Multiplied by Qty</u>	<u>Extended Total Price</u>
Heated Mirrors as described in Option 13	15	\$ _____	x 15	\$ _____

GRAND TOTAL BID PRICE ITEM NO. 8 from pg 79 of the IFB

\$ _____

Grand Total Bid Price Item No. 8 with Options
from page 79 + Option 13 Extended Total Price =

ADJUSTED GRAND TOTAL ITEM 8

\$ _____

ITEM No. 8 BID SOLICITATION PAGE

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

PAGE 85A

**PLEASE PROVIDE TYPEWRITTEN RESPONSES
(OR USE BLACK INK) WHEN PREPARING YOUR
BID. BE SURE YOU HAVE INSERTED YOUR
COMPANY'S NAME IN THE BOX**

Bidder

⇒ ⇒ ⇒ ⇒ ⇒ ⇒

NYS OGS Invitation for Bids (IFB) 22339

FAX AND EMAIL BID SUBMISSIONS WILL NOT BE
CONSIDERED FOR THIS BID OPENING.

9. Type VI Bus, FC-CON/FE; 28 Adult Passenger,
0 Wheelchair; 17,000 lb. GVWR, complete as
per Specifications.

<u>Item/Option Description</u>	<u>Annual Estimated Quantity</u>	<u>Unit Price</u>	<u>Multiplied by Qty</u>	<u>Extended Total Price</u>
Heated Mirrors as described in Option 13	15	\$ _____	x 15	\$ _____

GRAND TOTAL BID PRICE ITEM NO. 9 from pg 85 of the IFB

\$ _____

Grand Total Bid Price Item No. 9 with Options
from page 85 + Option 13 Extended Total Price =

ADJUSTED GRAND TOTAL, ITEM 9

\$ _____

ITEM No. 9 BID SOLICITATION PAGE

New York State Office of General Services
Procurement Services Group
Corning Tower Building
Empire State Plaza
Albany, New York 12242
<http://www.ogs.ny.gov>

PURCHASING MEMORANDUM

BID SOLICITATION UPDATE #2

IFB NUMBER: 22339

DATE: June 29, 2011

GROUP: 40523 – BUSES (Transit), ADULT
PASSENGER (2012 Model Year & Newer)
(DOT-FTA & Others)

**PLEASE ADDRESS INQUIRIES TO
DESIGNATED CONTACTS:**

Sandra Nolan
Purchasing Officer I
(518) 474-5040
sandra.nolan@ogs.ny.gov

BID OPENING: July 13, 2011

Pat Weidman
Team Leader
(518) 473-2045
pat.weidman@ogs.ny.gov

SUBJECT: Additional IFB Changes/Revisions and Clarifications/Responses to Solicitation Questions

TO PROSPECTIVE BIDDERS:

Changes/Revisions are being made and Clarifications/Responses are being issued to the IFB solicitation as noted on the following pages. Bids will be considered and evaluated based on these changes and official responses. All other terms and conditions of the bid solicitation remain unchanged. All bids submitted shall take into consideration these revisions and clarifications as official amendments to the IFB.

PLEASE NOTE: The Q&A period for this solicitation has closed.

If submitting a bid, this letter should be signed, attached to, and made a part of your bid package.

BID OF (COMPANY): _____

ADDRESS: _____

CITY, STATE, ZIP: _____

SIGNATURE OF BIDDER: _____

PRINTED COPY OF SIGNATURE: _____ DATE: _____

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Please make the following changes/revisions to the IFB document:

BODY: (Page 31, Storage Container)
DELETE after “front cap portion is”:
“not”

OPTIONAL EQUIPMENT: (Page 40, Air Conditioning System)
REPLACE all references to “II-B” and “III-B” with:
“II-LF” and “III-LF”

OPTIONAL EQUIPMENT: (Page 40, Diesel Engine – Types II & III only)
DELETE entire option

OPTIONAL EQUIPMENT: (Page 41, Remote Mirrors – Types IV, V & VI only)
DELETE entire option

OPTIONAL EQUIPMENT: (Page 41, Fare Box)
DELETE after “accommodate:”
“automatic validation and”

BID PAGE: (Page 59)
REPLACE all references to “Option (14)” with:
“Option (15)”

BID PAGE: (Page 84)
DELETE all references to “Option (14)” and required pricing for this option

Solicitation Questions followed by official Clarifications/Responses (in bold italics):

Page N/A, Bid Section N/A

Question: In the event that a vendor offers an item price less than zero in an effort to gain an advantage in the final outcome, what remedy, if any, does the state provide for such a manipulated outcome?

RESPONSE: As stated under METHOD OF AWARD/BID INSTRUCTIONS (see page 16 of IFB) that award shall be made by the Grand Total Bid Price per ITEM including all options applicable to that ITEM to the lowest responsive and responsible bidder. Prices less than zero for an option would be considered a price deduction or a credit to the Grand Total Bid Price, and bidder is to indicate the negative dollar amount on the bid solicitation page(s) and subtract the Extended Total Price from the Grand Total Bid Price. This is not considered a manipulated outcome, but part of the competitive bidding process.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Page N/A, Bid Section N/A

Question: Based upon all the changes that must be applied to the bid documents and the bid price submittal pages, will a new bid document be released with these changes?

RESPONSE: No, the Purchasing Memo is the official process used by OGS to address changes to the IFB document and respond to questions submitted.

Page N/A, Bid Section N/A

Question: Is there any determination of the 10 Types of vehicles that bids are being requested for which Type will be applicable for 5310 or 5311 assistance? In the past, the Type VI bus was not applicable for 5310 grant money because of the higher cost as it was explained to us.

RESPONSE: Not at this time. Vehicles offered under the FTA Section 5310 Program are determined during the development of application solicitation materials for the Federal Fiscal Year (FFY) that funds are apportioned to New York State. This will not happen until later this year for the FFY 2012 funding apportionment solicitation.

Page 20, DELIVERY

Question: We respectfully request that for the Hybrid optioned vehicles a separate accommodation be made for delivery time. Reason is that the chassis has separate requirements that are not of “normal industry standard stocking items” and will have to be specifically ordered as opposed to being pulled from regular inventory. This is further compounded by the necessity of the hybrid equipment being installed offsite from the Body Manufacturer via a ship thru.

RESPONSE: Separate estimated delivery schedule for Option 14 and Option 15 is acceptable. This can be noted within “Delivery [days after receipt of order]” of bid pages for applicable vehicle classifications.

Page 22, WARRANTIES

Question: The 5 year 150,000 mile structural warranty includes certain chassis components that are solely Chassis manufacturer, and should not have the responsibility of warranty applied to the contractor. All chassis manufacturers certify body converters and all units are built within GVWR limits. We request that the windshield frame, driver door and chassis frame rails be excluded from this requirement and that OGS accept the chassis warranty as acceptable for these items.

RESPONSE: This requirement only applies to any portion of the chassis that has been modified. If it is not modified (i.e. windshield frame, driver door and chassis frame rails) then they are excluded from the 5 year, 150,000 mile structural warranty.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Page 28, GENERAL

Question: We fully appreciate your concern with side impact protection of passengers in low-floor vehicles. However, it is inconsistent for you to require that the Type II-LF and Type III-LF vehicles meet FMVSS 214 when the specifications for the Type V bus, which specifications match most closely with the IC Bus LC Series having a low floor, exempt it from the requirements of FMVSS 214. I assume that they have provided some other documentation that has satisfied your concerns.

The Arboc Spirit of Mobility, which matches up most closely to the specifications for the Type II-LF and Type III-LF, has been tested by The Crashworthiness and Impact Analysis Laboratory at the Florida A & M – Florida State University joint College of Engineering. A copy of the “Technical Report on the Performance of Arboc Connection and Sidewall Samples” prepared for the Florida Department of Transportation is attached. Their Side Wall Panel Impact Test concludes that “sidewall samples provided by Arboc showed satisfactory performance in the impact test as they demonstrated significant impact resisting capabilities.” They also tested for roof-to-wall and wall-to-wall connection to address their concerns of vehicles folding in a roll-over, which they consider a far greater concern than roof crushing.

Whereas the FMVSS 214 criteria were not designed to test vehicles over 10,000 pound GVWR, the Crashworthiness and Impact Analysis Laboratory has specialized in transit vehicles safety and construction, conducting studies for numerous agencies including the Federal Transit Administration (information and their credentials are included).

We request that you modify your requirements and add the right to accept tests for Side Impact Protection for independent labs and research facilities in lieu of FMVSS 214 testing which is prohibitively expensive and has not been performed by any manufacturer of low floor buses, and specifically accept the test results for Arboc Mobility performed by the FAMU-FSU College of Engineering.

RESPONSE: While the Crashworthiness and Impact Analysis was conducted by credible engineers, the analysis is not a valid comparison to a side impact test as is required under FMVSS 214. Therefore, the Type II-LF and Type III-LF vehicles shall conform to FMVSS 214 as stipulated within the IFB.

Question: On page 9 of 31 of the P-Memo (6/15/2011), it states that "FMVSS 221 joint strength is applicable where body and floor support joints meet." However as I understand it, FMVSS 221 only pertains to body panels, not structural members as stated above. And further, it only pertains to body panel joints in school bus bodies.

Thus, how can a bidder submit documentation that they comply with FMVSS 221 where body and floor support joints meet when the regulation does not address that? As such, we reiterate our request that this requirement to comply with a regulation that does not pertain to commercial buses be eliminated.

RESPONSE: The FMVSS 221 standard has long been a requirement for vehicles procured through this process to establish a statewide FTA Adult Bus Contract in New York. As the IFB states, all buses to be provided under a resultant contract must conform to FMVSS 221. Further, the standard defines bus body as “that portion of a bus that encloses the bus occupant space, including the floor.” FMVSS 221 applies to structural supports, not just body panels, which are part of the structural supports of the vehicle body. FMVSS 221 will remain as a performance specification for safety purposes.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Page 28, GENERAL (cont'd)

Question: On page 9 of the Purchasing Memorandum (6/15/2011), since the request to delete FMVSS 221 testing was denied, we request that the test report(s) be required only from the awarded vendor(s) and submitted prior to accepting any bus under a resulting contract, in lieu of with the bid. Many bus manufacturers will not have current testing reports for this particular FMVSS, and it will take time and money to get the testing done.

RESPONSE: *If the applicable FMVSS testing for a vehicle has not been conducted/completed for vehicle being bid, similar to the Altoona Bus Testing Certification of Anticipated Testing, certification must be provided by the bidder/manufacturer of anticipated testing, citing the FMVSS requirement(s) and when testing is anticipated to be completed. FMVSS testing must be completed and documentation submitted to OGS in compliance with bidding requirements prior to final award of this bid (which is expected before the end of this calendar year).*

Page 28, CHASSIS

Question: With the wheel chair lift centered in the rear of the vehicle, the need for “helper” springs should not exist. The chassis is designed for a certain GVWR and the reason an additional spring is installed on a side lift unit is to level out the unit side to side. Please reconsider this requirement, deem it as unnecessary, and one that may serve to increase ride harshness on rear lift equipped buses.

RESPONSE: *Most vehicles are not designed to be loaded to near maximum GVWR at all times. Therefore, springs tend to sag after short duration with weight of wheelchair lifts installed. Adding leafs correctly should not increase the overall harshness of the ride significantly.*

Page 29, BODY, Structure

Question: In respect to the original language of the specification and the answers provided in the initial round of requests for clarification, is it correct to assume that vehicle sidewalls are to be considered a part of the weight bearing structure of the vehicle?

RESPONSE: *Vehicle sidewalls being considered a part of the weight bearing structure of the vehicle depends upon the structural design of the body design concept.*

Page 29, BODY, Entrance Door(s)

Question: A&M Entry doors, the widely used industry standard, does not use stainless steel pins upper or lower for the operation of their leaves due to the large separation of the materials on the galvanic corrosion chart. Stainless components will attack aluminum and will not fail to result in the direct opposite of your intended corrosion fighting requirement. The upper hex rods are plated with zinc and the lower pins are e-coated for corrosion fighting properties. Information regarding the coatings is attached for your review as well as a note of concern from the manufacturer regarding using stainless steel. Further, we know of no corrosion issues on these items on buses used in the State. Please reconsider accepting the manufacturers supplied specifications and components.

RESPONSE: *We are seeking a hinge that provides corrosion protection, superior to a plain steel hinge. This request is approved.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Page 29, BODY, Steps

Question: For Type IV and Type VI: please confirm that 9” deep steps are acceptable since 8.5” deep step treads were approved on all buses with a raised floor. We should have been more specific when asking for approval of 9” deep steps. For Type IV and Type VI buses three steps are required rather than two. The three steps will reach a level to provide a flat (raised) floor with no wheel wells protruding into the bus body. The deepest these three steps can be on a 96” wide body without hitting the frame rail is 9”. In the attached picture you can see that an IC CE School Bus with three 9” deep steps has only two inches between the step well and the frame rail bolts. Therefore, you could not add an inch to each of the three steps. The same issue arises with our transit buses. Please approve 9” deep steps on Type VI buses with three steps and flat floor.

RESPONSE: Approved.

Page 29, BODY, Floor Assembly

Question: Rubber Solutions through SMI has recently been discontinued, leaving only one “rubber” flooring manufacturer. They have communicated to us that they cannot handle the volume for every type of material. We propose Koroseal as the base material equal to or better than “rubber”. Koroseal is a thermoplastic elastomer, a category of material that did not exist when many of the specifications for “rubber flooring” were written. An elastomer is defined as “Any of various polymers having the elastic properties of natural rubber.” As an elastomer Koroseal complies with the requirement for rubber. We have supplied further documentation pages about the product for your information and review. Rejection of the request may result in supply difficulties and higher pricing for the units ordered.

RESPONSE: Term rubber used in the specification is a general term that hard flooring is not acceptable. Therefore, any non-metallic or otherwise extremely hard flooring that meets federal standards (FMVSS 302 and ADA requirements for slip resistance) is acceptable.

Page 31, BODY, Storage Container

Question: P-Memo that was posted the afternoon of June 15th, page 2 of 31, adding “not” does not make sense to me, though the question we posed was adequately answered on page 15 of 31.

RESPONSE: The IFB language change adding “not” has been reversed and is being deleted. See IFB document revision above.

Page 32, RUSTPROOFING

Question: Based upon approvals of similar products, we do not understand the rejection of our primer coating versus another one approved. If we have not adequately demonstrated the effectiveness of our suggestion, please allow us to do it at this time in better detail, as its properties have excellent merit. Attached are product sheets for both coatings as well as an extended ASTM B117 test result for the PMI coating. Please reconsider and address the rejection of the product that actually has a longer ASTM B117 rating than the other approved.

RESPONSE: This product may meet ASTM B117, but it does not meet and does not demonstrate all properties put forth by the specified rust inhibitors.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Page 32, SEATING

Question: Request the use of Braun mid-back seats as an approved equal which meet or exceeds all requirements as detailed in the specifications as described. Please note that this line of seating was examined thoroughly by a representative of NY DOT prior to the bidding process and was deemed acceptable as an alternative to the Freedman Featherweight. Braun Industries Seating meets and exceeds all FMVSS, NY DOT and the specifications as written. Literature is again provided for your consideration.

RESPONSE: This seat is approved. Please also disregard the response provided on page 17 of 31 to this same question issued under 6/15/2011 P-Memo for this IFB.

Page 35, VEHICLE CLASSIFICATION, Type IV

Question: On page 21 of 31 (6/15/2011 P-Memo) there is an approval of 25,500 lbs GVWR in lieu of 26,501 lbs. For a bus with 38 passengers, but only acceptable if an extra heavy duty front axle is provided; we would like to provide a bid with a chassis that has a GVWR rating at 25,999 lbs. But would like a clarification of what constitutes a heavy duty front axle. Because of interpretations please provide what constitutes what is considered a heavy duty front axle. A front axle GVWR rating would be helpful.

RESPONSE: Extra heavy duty front axle would be defined as the next highest rated front axle (FGAWR) available for the chassis being supplied, and not the original rated front axle that is standard for the chassis being supplied.

Question: On the top and bottom of page 21 of 31 of the Purchasing Memorandum (6/15/2011) for IFB 22339, there is a request for both a 26,000lb and 25,500lb GVWR rating on the Type IV bus. The "RESPONSE" for both states "Acceptable, if an extra heavy duty front axle is provided." The 25,500lb GVWR may allow for an 8,000 vs. 10,000lb front axle. To ensure specifications are met, is it possible you can supply a definition of "extra heavy duty"? With the smaller front air brakes approved on page 22 of 31, it is unclear what's acceptable.

RESPONSE: Extra heavy duty front axle would be defined as the next highest rated front axle (FGAWR) available for the chassis being supplied, and not the original rated front axle that is standard for the chassis being supplied.

Page 36, VEHICLE CLASSIFICATION, Type V

Question: In regards to the Type 5 bus, Empire Bus Sales, LLC requested approval to bid a 254" wheelbase in lieu of the 215" wheelbase specified. Our request was not approved, stating insufficient detail. Attached is a copy of our proposed floor plan along with a turning radius diagram.

We ask that our request to utilize a 254" wheelbase be reconsidered. The longer wheelbase is required to accommodate 32 passengers. If more detail is required, please let us know any additional information you need.

RESPONSE: The 254" wheelbase is approved. However, please note that in the floor plan detail provided, an emergency exit door was not rendered, which is a requirement for every vehicle under this IFB (see page 29, BODY, Emergency Exit Door).

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Page 36, VEHICLE CLASSIFICATION, Type VI

Question: The Ford F-550 chassis was approved for this item in the update. On page 36 of the IFB under Type VI, under suspension, there is a requirement for manufacturer's standard air suspension. I checked with Ford and they do not offer an OEM air suspension for the F-550 chassis. There is an aftermarket air suspension system available, however I do not believe this is what you want as it is added to the chassis, not a part of the OEM chassis. Can you clarify this for me?

RESPONSE: *If the OEM manufacturer does not offer an air suspension system for the chassis, then it can be installed by an aftermarket modifier that is a part of OEM's QVM program.*

Question: On the Type VI, our manufacturer builds these with a Flat Floor standard. As such, the interior height is 75", which meets regulatory requirement. We request that you accept a 75" interior height (ilo 79") if the vehicle is provided with a flat floor.

RESPONSE: *Not approved.*

Page 40, OPTIONAL EQUIPMENT, Diesel Engine

Question: Acknowledging that it is impossible to approximate the cost of an option not yet engineered the request to establish an arbitrary price has no place in a procurement of this nature. The fairest approach would be to inform all bidders to supply a cost of zero. This platform is a mass produced chassis; all costs are published and are identical to all end users. When a product becomes available the cost can be easily established by request, the vendor supply a copy of the OEM Dealers invoiced cost.

We believe that the means exist within the terms of the contract to modify equipment package post award, and are covered under General Terms and Conditions, Additional Price Adjustments for Consideration and APPENDIX B, Item 40 & 41 Modification of Contract Terms and Scope Changes.

RESPONSE: *The Option 6 Diesel Engine is being removed from the IFB to address the concerns raised over this option. See IFB document revision above.*

Page 40, OPTIONAL EQUIPMENT, Air Conditioning System

Question: On page 40 of the bid specifications under Option # 4 it references Type II-B & III-B, please clarify what Type II-B and III-B should actually be.

RESPONSE: *These should be referenced as Type II-LF and Type III-LF respectively. See IFB document revision above.*

Question: Due to varying interpretations by inspectors during the current contract, there was a good deal of research and evaluation which resulted in agreement in early 2010 that a current design accomplishing a 10" dimension from the bulkhead wall was acceptable. Further along, a determination for school bus use was made that up to a 12" protrusion was acceptable in order to allow the size of evaporators needed to make the performance required.

Please re-affirm that approximately 9 inches can be 10, or adopt a uniformity of 12 inches to save confusion at a later date. I have attached some of the communication as well as the school bus notation for your consideration.

RESPONSE: *The requirements of the 10/28/2010 Bus Safety Section Policy and Procedure Manual for minimum aisle height interpretation/implementation issued by the NYSDOT Passenger Carrier Safety Bureau will be used as the determining standard for compliance. Questions about this interpretation can be directed to the NYSDOT Passenger Carrier Safety Bureau at (518) 457-6512.*

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(DOT- FTA & Others)**

Page 40, OPTIONAL EQUIPMENT, 32 Adult Passenger

Question: On page 40 of IFB 22339, it specifies a "Nominal (plus or minus 3") wheelbase of 215". Please amend or allow plus or minus 5" so that a Freightliner chassis can be bid for this item. For reference, the previous contract (PC-21759-PF) was awarded on a Freightliner M2 chassis with a 220" wheelbase for this 32 passenger option.

RESPONSE: 220" wheelbase is approved for this vehicle option.

Page 41, OPTIONAL EQUIPMENT, Remote Mirrors

Question: On page 41 of the bid under Option 13 Remote Mirrors for Types IV, V, & VI buses only; On the bid price submittal pages for these types' buses there is no line for this option in order to provide a price. Should this option be hand written in or will this option be eliminated?

RESPONSE: Bid Price for this Option should be included for Type IV, V & VI vehicle classifications. See IFB document revision above adding this Option to the applicable bid pages.

Page 41, OPTIONAL EQUIPMENT, Battery Hybrid System Propulsion

Question: We respectfully request that both Hybrid "Options" be removed as Options and made into distinct item numbers of their own in keeping with the reality of the products being requested. Unlike adding seats or additional wheelchair occupant restraints neither of these incorporates minor changes to the constructed unit. These involve cardinal changes to the build of the units as evidenced by the acceptance of a 5.4L engine for the Type II as a Hybrid only when it was denied on the standard product. This apparent attempt to streamline the bid and various bid item numbers has resulted in cardinal changes to units that we are not sure are in the best interests of NYS, the bidders or end users of the products involved. Leaving the bid in its present state may have the effect of reducing the numbers of chassis and/or bidders and providing less competition in the bidding process which may very well translate into higher costs for the State just to include vehicle types which represent a very small percentage of overall volume within the industry on an annual basis.

RESPONSE: As per FTA Circular 4220.1F, Cardinal Changes are "a significant change in contract work (property and services) that causes a major deviation from the original purpose of the work or the intended method of achievement, or causes a revision of contract work so extensive, significant, or cumulative that, in effect, the contractor is required to perform very different work from that described in the original contract." Further, it goes on to clarify that "in the case of rolling stock, a major change in quantity or a substitution of major end items not contemplated when competition for the original award took place." We are not changing the terms of a contract or original award, we are establishing one.

(14) Battery Hybrid System Propulsion

Question: Respectfully request that the TYPE IV bus option 14 for the Battery Hybrid system be eliminated as an option for this bus. We would like to be able to offer a bid for the Type IV bus but are unable to offer a price for option 14. This option is in the developmental stages for the chassis we would like to bid. This option request is exclusionary in that only one vendor can offer a bid based on this Option being available to them, and that their chassis with the required GVWR meets the current emissions standards. Freightliner is the only chassis manufacturer that offers a Battery Hybrid System that meets the current emissions standard. International is the other chassis manufacture that offers a battery Hybrid System but does not meet current emission requirements without credits. We request that this Option be eliminated or be grouped into its own classification so as not meant to be exclusionary. This option will eliminate all other vendors from providing a bid to the Type IV bus. With the quantities being so low it would serve the state to accept more bids to make this Item more competitively priced and

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

less proprietary. This department has allowed a decrease in the GVWR requirement and the capacity requirement for the Type IV bus already.

Page 41, OPTIONAL EQUIPMENT, Battery Hybrid System Propulsion (cont'd)

RESPONSE: It is our understanding that federal emission requirements allow for the use of credits to meet the emission standards of the federal government. This IFB requires that “vehicles and engines shall comply with the regulations of the Federal Government and New York State that govern the control of air pollution from new motor vehicle engines in effect on the date of manufacture” (see page 24 of IFB).

Question: On page 28 of 31 in the P-Memo (6/15/2011) there is a request that a 5.4L gas engine be used for the Azure Balanced Hybrid System for the Type II bus; there is a minimum requirement of 6.0 liter gas engine for the Type II bus, does this mean that the 5.4 liter gas engine can be used as a substitute in place of the minimum 6.0 liter that is requested, or just as a substitute for when the Battery Hybrid System is requested as an option for the Type II bus?

RESPONSE: The 5.4L engine is approved for Option 14 vehicle only.

Page 41, OPTIONAL EQUIPMENT, Ultra-capacitor Hybrid System Propulsion

Question: We respectfully request that both Hybrid “Options” be removed as Options and made into distinct item numbers of their own in keeping with the reality of the products being requested. Unlike adding seats or additional wheelchair occupant restraints neither of these incorporates minor changes to the constructed unit. These involve cardinal changes to the build of the units as evidenced by the acceptance of a 5.4L engine for the Type II as a Hybrid only when it was denied on the standard product. This apparent attempt to streamline the bid and various bid item numbers has resulted in cardinal changes to units that we are not sure are in the best interests of NYS, the bidders or end users of the products involved. Leaving the bid in its present state may have the effect of reducing the numbers of chassis and/or bidders and providing less competition in the bidding process which may very well translate into higher costs for the State just to include vehicle types which represent a very small percentage of overall volume within the industry on an annual basis.

RESPONSE: As per FTA Circular 4220.1F, Cardinal Changes are “a significant change in contract work (property and services) that causes a major deviation from the original purpose of the work or the intended method of achievement, or causes a revision of contract work so extensive, significant, or cumulative that, in effect, the contractor is required to perform very different work from that described in the original contract.” Further, it goes on to clarify that “in the case of rolling stock, a major change in quantity or a substitution of major end items not contemplated when competition for the original award took place.” We are not changing the terms of a contract or original award, we are establishing one.

(15) Ultra-capacitor Hybrid System Propulsion

Question: On Page 29 of 31 (6/15/2011 P-Memo), you approved the top request as it pertains to Type II-LF and Type III-LF vehicle classifications only. However, per the P-Memo (6/15/2011), an Ultra-capacitor System is also required on Type III vehicles. The same system would be used on these and the documentation provided is applicable to the Type III.

So, I request that you extend the approval to the Type III. I am not aware of any alternative Ultra-capacitor System for this class other than the VTM.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

RESPONSE: Approved for the Type III vehicle classification also, in addition to the Type II-LF and Type III-LF vehicle classifications already approved. See first question at top of Page 29 of 31 of 6/15/2011 P-Memo for further details of this request.

Page 41, OPTIONAL EQUIPMENT, Fare Box

Question: On page 30 of the Purchasing Memorandum (6/15/2011), with regards to the Fare Box option #16, Genfare says the CentsaBill farebox is not an automatic validating farebox as required by the option description on page 41. Genfare is quoting the Odyssey farebox because of the automatic validation requirement. The Odyssey farebox is about twice as expensive as the CentsaBill farebox. If the CentsaBill, or approved equal, is your recommended choice, please delete the "automatic validation" requirement from the specification.

RESPONSE: The automatic validation requirement is being removed from the specification for this option. See IFB document revision above.

Page 59, Bid Forms

Question: P-Memo that was posted the afternoon of June 15th, page 2 of 31, I believe this is reversed and should be: "Replace all references to Option 14 with Option 15."

RESPONSE: This is correct. See IFB document revision above.

Page 84, Bid Forms

Question: On page 5 of 31 in the purchasing memorandum (6/15/2011) under page 86, it states to delete all references to option 14 on this page, but it is not mentioned to delete the option 14 requirement on page 84 in the bid price submittal page. Please clarify that Option 14 should be deleted from page 84 as well.

RESPONSE: This is correct. Page 84 references should be deleted as well. See IFB document revision above.

New York State Office of General Services
Procurement Services Group
Corning Tower Building
Empire State Plaza
Albany, New York 12242
<http://www.ogs.ny.gov>

PURCHASING MEMORANDUM

BID SOLICITATION UPDATE

IFB NUMBER: 22339

DATE: June 15, 2011

GROUP: 40523 – BUSES (Transit), ADULT
PASSENGER (2012 Model Year & Newer)
(DOT-FTA & Others)

**PLEASE ADDRESS INQUIRIES TO
DESIGNATED CONTACTS:**

Sandra Nolan
Purchasing Officer I
(518) 474-5040
sandra.nolan@ogs.ny.gov

REVISED

BID OPENING: July 13, 2011

Patricia Weidman
Team Leader
(518) 473-2045
pat.weidman@ogs.ny.gov

SUBJECT: Postponement of Bid Opening **and** Additional Designated Contact **and**
IFB Changes/Revisions and Clarifications/Responses to Solicitation Questions

TO PROSPECTIVE BIDDERS:

Changes/Revisions are being made and Clarifications/Responses are being issued to the IFB solicitation as noted on the following pages. Bids will be considered and evaluated based on these changes and official responses. All other terms and conditions of the bid solicitation remain unchanged. All bids submitted shall take into consideration these revisions and clarifications as official amendments to the IFB.

If submitting a bid, this letter should be signed, attached to, and made a part of your bid package.

BID OF (COMPANY): _____

ADDRESS: _____

CITY, STATE, ZIP: _____

SIGNATURE OF BIDDER: _____

PRINTED COPY OF SIGNATURE: _____ DATE: _____

NOTE: This Purchasing Memorandum (P-Memo) consists of two sections. The first section (pages 2-5) contains additions/deletions and/or IFB replacement language. The second section (pages 5-31) contains Questions/Responses received from potential bidders and replied to through this P-Memo.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Postponement of Bid Opening:

Please note, the bid opening for the above mentioned solicitation has been postponed to Wednesday, **July 13, 2011.**

Additional Designated Contact:

Effective June 15, 2011 the following OGS PSG employee has been added as a designated contact for the above referenced contract group for the duration of the restricted period associated this solicitation, pursuant to the Procurement Lobbying Law, NY State Finance Law §§ 139-j and 139-k.

Patricia Weidman, Purchasing Team Leader
Email: pat.weidman@ogs.ny.gov
Phone: 518-473-2045

For your reference, additional information regarding OGS's policy and procedures with regard to procurement lobbying is available on the OGS web site at:
<http://www.ogs.ny.gov/Aboutogs/regulations/defaultAdvisoryCouncil.html>

The following changes/revisions are being made to the IFB document:

VEHICLE CLASSIFICATIONS: (Page 6, 1st NOTE and 2nd NOTE)

INSERT new 1st NOTE:

“For Item Nos. 4, 5 & 6 – Ultra-capacitor Hybrid System Propulsion under Option No. 15.”

INSERT new 2nd NOTE:

“For Item Nos. 3, 7 & 8 – Battery Hybrid System Propulsion under Option No. 14.”

CHASSIS: (Page 28, 2nd Paragraph)

REPLACE “Type I, I-A, II and III vehicles shall” with:

“Type I, I-A, II and III vehicles may”

BODY: (Page 29, Entrance Door(s))

REPLACE “opening of 30” constructed” with:

“opening of 28” constructed”

BODY: (Page 30, Driver Seat)

REPLACE “no less than 2” from ceiling” with:

“no greater than 2” from ceiling”

BODY: (Page 31, Storage Container)

ADD after “front cap portion is”:

“not”

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

VEHICLE CLASSIFICATION (Specific requirements for vehicle size): (Page 33, Type I)

INSERT new 1st paragraph:

“Vehicle Type shall be exempted from the specification requirements of FMVSS 214 as identified above under detailed product specifications.”

VEHICLE CLASSIFICATION (Specific requirements for vehicle size): (Page 37, Type VI)

REMOVE from 2nd bullet on page:

“with no flutes allowed”

VEHICLE CLASSIFICATION (Specific requirements for vehicle size): (Page 37, Type VII)

ADD after “Vehicle Type shall be exempted from the specification requirements of”:

“FMVSS 220 & FMVSS 221 under general, and of”

REPLACE under Ramp “1:6 maximum slope” with:

“1:4 maximum slope”

OPTIONAL EQUIPMENT: (Page 38, Option No. 1, Wheelchair Lifts, 9th Paragraph)

REPLACE “Type IV, V and VI” with:

“Type IV and VI”

OPTIONAL EQUIPMENT: (Page 40, Option No. 5, Diesel Engine – Types I & I-A only)

DELETE entire option

OPTIONAL EQUIPMENT: (Page 41, Option No. 14, Battery Hybrid System Propulsion)

REPLACE “Battery Hybrid System Propulsion – Types II, II-LF, III, III-LF, IV, V & VI only:” with:

“Battery Hybrid System Propulsion – Types II, IV & V only:”

OPTIONAL EQUIPMENT: (Page 41, Option No. 15, Ultra-capacitor Hybrid System Propulsion)

REPLACE “Ultra-capacitor Hybrid System Propulsion – Types II & III only:” with:

“Ultra-capacitor Hybrid System Propulsion – Types II-LF, III & III-LF only:”

REPLACE “A minimum warranty of five” with:

“A minimum warranty of three”

OPTIONAL EQUIPMENT: (Page 41, Option No. 16, Fare Box)

REPLACE “coins, bills, magnetic fare cards and smart cards that shall be” with:

“coins, bills and magnetic fare cards that shall be”

BID PAGE: (Page 43)

REPLACE “10,700 lb.” with:

“10,050 lb.”

BID PAGE: (Page 44)

DELETE all references to “Option (5)” and required pricing for this option

BID PAGE: (Page 46)

DELETE all references to “Option (5)” and required information for this option

BID PAGE: (Page 47)

DELETE “FMVSS 214”

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

BID PAGE: (Page 49)

DELETE all references to “Option (5)” and required pricing for this option

BID PAGE: (Page 51)

DELETE all references to “Option (5)” and required information for this option

BID PAGE: (Page 52)

DELETE “FMVSS 214”

BID PAGE: (Page 54)

DELETE all references to “Option (15)” and required pricing and information for this option

BID PAGE: (Page 55)

DELETE all references to “Option (8)” and required information for this option

BID PAGE: (Page 56)

DELETE all references to “Option (15)”

BID PAGE: (Page 57)

DELETE “FMVSS 214”

DELETE all references to “Option (15)”

BID PAGE: (Page 59)

REPLACE all references to “Option (15)” with:

“Option (14)”

ADD before all references to “Hybrid”:

“Ultra-capacitor”

BID PAGE: (Page 61)

REPLACE all references to “Option (14)” with:

“Option (15)”

ADD before all references to “Hybrid”:

“Ultra-capacitor”

DELETE all references to “Storage Batteries With Option (14)” and required information for this option

BID PAGE: (Page 64)

DELETE all references to “Option (14)” and required pricing and information for this option

BID PAGE: (Page 65)

DELETE all references to “Option (8)” and required information for this option

BID PAGE: (Page 66)

DELETE all references to “Option (14)” and required information for this option

DELETE all references to “Storage Batteries With Option (14)” and required information for this option

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

BID PAGE: (Page 67)
DELETE “FMVSS 214”
DELETE all references to “Option (14)”

BID PAGE: (Page 69)
REPLACE all references to “Option (14)” with:
“Option (15)”
ADD before all references to “Hybrid”:
“Ultra-capacitor”

BID PAGE: (Page 71)
REPLACE all references to “Option (14)” with:
“Option (15)”
ADD before all references to “Hybrid”:
“Ultra-capacitor”
DELETE all references to “Storage Batteries With Option (14)” and required information for this option

BID PAGE: (Page 75)
DELETE all references to “Option (11)” and required information for this option

BID PAGE: (Page 80)
DELETE all references to “Option (11)” and required information for this option

BID PAGE: (Page 85)
DELETE all references to “Option (11)” and required information for this option

BID PAGE: (Page 86)
DELETE all references to “Option (14)” and required information for this option
DELETE all references to “Storage Batteries With Option (14)” and required information for this option
DELETE “Is Hybrid Propulsion System OEM manufacturer certification of Option (14) vehicle provided?”

Solicitation Questions followed by official Clarifications/Responses (in bold italics):

Page N/A, Bid Section N/A

Question: Request for pre-bid conference. In past bids that we have participated in, a pre-bid conference has allowed prospective vendors to openly discuss their concerns with OGS. This process typically allows prospective bidders and OGS to discuss the invitation for bids to ensure that the states solicitation is properly addressing the needs of all parties affected by the request for proposal. The current structure allows for written questions only. This is a very burdensome and ineffective way of communicate especially given the complexity of the issues at hand. An open discussion in conjunction with the ability to relay questions and concerns in writing has worked well in the past. We respectfully request that a pre-bid conference be scheduled regarding this solicitation.

RESPONSE: No pre-bid conference will be conducted. This discussion and information solicitation process was facilitated through a Request for Information (RFI) conducted by the NYS Department of Transportation in early 2010 for the development of this IFB.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 6, GENERAL INFORMATION (Vehicle Classifications)

Question: It's noted for items Nos. 1 & 2 –Ultra capacitor Hybrid System Propulsion under Option No. 15. Is this option for this system to be included for both of these Type buses? The option is NOT included in the pricing section for TYPE I and TYPE I-A. Please clarify.

RESPONSE: See IFB document revisions above that update to Items No. 4, 5 & 6.

Page 12, FTA BUS TESTING (STURRA) CERTIFICATION

Question: For STURRA testing. If all of our items are STURRA tested except one which is being tested right now, could we check both boxes at the bottom of page 12 and list which items fall under each category?

RESPONSE: This is acceptable. Or the bidder may also duplicate the Certification form and submit one for vehicles that have been STURRA tested and one for those vehicles that are still to be tested under the FTA bus testing program.

Page 16, METHOD OF AWARD/BID INSTRUCTIONS

Question: The requirement to quote an item and ALL OPTIONS will exclude many potential bidders on items IA, II and III due to the low volume Hybrid systems included in the options. We contend that the requirement makes the bid exclusionary for 85% of the consumption of the above cited Item vehicles projected and potentially will cause the State to pay more per unit for the normally purchased cutaway buses due to lack of competition.

The historically low utilization volume (none requested in 2009, 2010, and 2011 for items 2 & 3 to date), changing governmental incentive support levels and how they are shared between manufacturer and customer make it impossible to accurately predict yearly resultant customer pricing for this option. The uncertainty of long term hybrid use growth potential once government subsidies expire and the lack of long term hybrid vehicle reliability statistics have lead some manufacturers to conclude that the expense of an Altoona test for the vehicles is not a wise financial decision at this time. It is our opinion that unless the hybrid vehicles are bid as a separate item, the bid process will be skewed widely by an option demand that by your own projections is going to apply to only 15% to 20% of total usage – which we find very optimistic from our current experience in customer demands.

For the reasons mentioned above we respectfully request that the State make the Hybrid units Items of their own outside the normal gas and diesel vehicles as has been the generally accepted practice in other states that the factory has encountered in bids in other states utilizing hybrid vehicles.

RESPONSE: The Type II, IV and V vehicle classifications will require Battery Hybrid Propulsion Systems under Option (14) as a required option price and a determining factor in the Grand Total Bid Price for each of these ITEMS. See IFB document revisions above. The State should not have to pay more per unit, since it is a separate option price from the unit/ITEM and should be built into the option price itself. It is our understanding that Altoona testing has already been conducted on Hybrid systems in at least one of the vehicle classification sizes you reference, that will continue to require Battery Hybrid Propulsion Systems under Option (14).

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: Request for Multiple Award. Our company participates in several OGS Bids, some of which are structured as a multiple award. This gives customers a choice of several manufacturers and allows them to purchase the product that best meets their needs. There are approximately 14 different commercial bus body manufacturers and each has their own features, benefits, and level of construction. We believe it would be beneficial for transit agencies to have multiple products to choose from and buy the one that best fits their needs. Choice of product and supplier would also allow the agency to select the supplier who can best support the product they sell. Multiple awards would also promote fleet standardization and reduce parts inventories across the state.

RESPONSE: Terms of Method of Award will not be changed. One award per Item will be made as specified on page 16 of IFB.

Question: If a vendor can offer a bid on all TYPES of buses requested but does not offer a certain OPTION (such as the Ultra Capacitor Hybrid Propulsion Option 15, or the Hybrid Propulsion Option 14) and submits pricing without these options will that vendor be eliminated from the bid?

RESPONSE: This is correct. Bidders must be able to provide ITEM vehicle classification and all optional equipment applicable to that ITEM, which is incorporated as part of the Grand Total Bid Price. Failure to provide the ITEM optional equipment will result in a non-responsive bidder determination for that particular ITEM.

Page 18, ADDITIONAL INFORMATION TO BE FURNISHED WITH BID

Question: Please explain the EPA Certificate of Conformity and where it can be obtained. All vehicles have chassis specifications and the chassis manufacturers cannot sell their vehicles in the U.S. without being EPA approved. We are unsure of what is being requested.

RESPONSE: It is our understanding that this should be available upon request from the chassis manufacturer. This was included to ensure that the most current emission regulations were being met by the chassis being bid.

Page 18, ADDITIONAL INFORMATION TO BE FURNISHED WITH BID

Question: In an effort to contain the quantity of documents required to be submitted in accordance with the requirement to submit confirming compliance documents relative to but not limited by the following items: conformance to FMVSS regulations, dimensional drawings, structural drawings supporting body structure, EPA compliance, Altoona Test reports, etc... Question - can that information be included with the bid on a CD/DVD's with identifying surface labels in lieu of paper copy submissions?

RESPONSE: Yes, but CD/DVD must be provided for each required copy of the bid package.

Page 21, SERVICE

Question: Engine Tune-Up Requirement. We would like the engine tune up requirement removed since all buses sold under this contract will be new and the engine manufacturer will have completed the engine tune up to their specifications at the factory.

RESPONSE: Your request that this requirement be removed is approved.

Question: If the purchasing agency is not subject to NY DOT inspection, is the contractor required to present the bus for NYDOT Inspection or may we deliver the bus with a NY State DMV Inspection?

RESPONSE: No, only if required by the ordering Agency.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: Please accept our testing booth specifications as being conducted in a 20' X 50' motorized vehicle rain booth, with front wall nozzles to the design of the towable rain booth, simulating the pelting of oncoming rain at highway speeds. Both booths include two 1200 gallon recycling tanks and utilize a 12 horsepower pump with multi-bank filters capable of delivering 40-60 psi that equates to 300 gallons per minute pushed through the spray heads, or the equivalent of a 24 inch per hour downpour. Nozzles are directed at the roof, sidewalls, front.

RESPONSE: *Approved.*

Page 21, CONTRACTOR GUARANTEE

Question: Does the current production requirement apply to both the chassis and body, or can the chassis utilized be from a previous emission generation? Please clarify.

RESPONSE: *Chassis must be in compliance with current federal emission regulations (see page 24 of IFB).*

Page 22, WARRANTIES

Question: In an effort to avoid confusion, please delete the one year warranty and require the extended period chassis and body warranties.

RESPONSE: *This request is without merit and is denied. The (1) year warranty applies to all vehicle equipment. The (5) year warranty applies only to integrity of the vehicle body internal steel structure. The (3) year warranty applies to the OEM chassis (typically part of the standard warranty).*

Page 22, FINANCIAL STABILITY

Question: Since this requirement is being made of the Bidder, should it not also be made of the manufacturer to ensure that a contract is not entered into with anyone who is not financially strong?

RESPONSE: *Bidder can be a manufacturer. This is only required if requested.*

Page 23, EQUIPMENT & MANUALS

Question: It appears that you require only the normally supplied chassis owner's manual plus body electrical schematics and any manuals available for optional equipment installed on the body. Is that correct?

RESPONSE: *This is correct.*

Page 24, PAYMENT

Question: Language states that the purchaser makes every effort to process vouchers for payment in a reasonable period of time but does not define what that reasonable period is. We request that this language be changed to COD terms. Distributors are required to deliver all buses complete with DOT or DMV inspections and certificates, in essence road ready. If distributors could rely on COD terms they would not be forced to guess how long of an interest charge to include in the bid price for each bus. COD terms would essentially lower the price of buses sold on this contract.

Response: *Although vehicles must be delivered with required inspections and certificates in place, payment may be held pending resolution of poor workmanship or specification deviations (Payment, p. 24) including but not limited to water leaks (Service, p. 21). NYS prompt payment law requires payment to the contractor within 30 days after receipt of invoice or the contractor may charge interest on outstanding balances.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 28, GENERAL

Question: It is stated that all buses must conform with, amongst other things, FMVSS 214. This safety standard only applies to vehicles with a GVWR of 10,000 pounds or less. As such, the only vehicle being bid subject to this standard is the Type VII. None of our manufacturers of the other vehicle types have performed side impact testing in that it is not required and thus conform with FMVSS 214. A requirement that vehicles over 10,000 pounds be side impact tested would preclude us from submitting proposals on any categories other than Type VII for which this test is required.

RESPONSE: *The Detailed Product Specifications will be updated (see IFB document revisions above) to reflect the exemption of all non-applicable vehicle classifications from the requirements of FMVSS 214 (side impact test), except the Type II-LF and Type III-LF vehicles (notwithstanding their GVWR) given the applicability of the impact barrier test to vehicles where adult passengers will be seated lower to the ground and in a similar impact zone of a side impact for vehicles with a GVWR of 10,000 lbs. or less. If vehicle manufacturer's producing these low-floor vehicle classifications cannot meet the FMVSS 214 standard, then no award will be made for these items.*

Question: FMVSS 214 is a Passenger Car Side Impact Test which only applies to *passenger cars, and to multipurpose passenger vehicles, trucks and buses with a gross vehicle weight rating (GVWR) of 4,536 kilograms (kg) (10,000 pounds (lb)) or less, except for walk-in vans, or otherwise specified.* We believe that this inapplicable clause of the IFB will severely limit the bid competitiveness of items it applies to over 10,000lbs. We ask that this requirement be removed from Types I, I-A, II, II-LF, III, and III-LF.

RESPONSE: *See response above.*

Question: Please acknowledge that FMVSS 214 is not required for vehicles in excess of 10,000 pounds GVWR.

RESPONSE: *See response above.*

Question: FMVSS 214 applies to vehicles that are less than or equal to 10,000 lbs GVWR only. Since only Type VII falls in this range, please waive this requirement for all other categories.

RESPONSE: *See response above.*

Question: FMVSS 221 applies only to school buses, which traditionally have riveted panels, to ensure that they do not separate. It does not apply to commercial small and mid-size buses. Nor do such buses have riveted panels so it is not a concern. We request that this requirement be deleted as it is not applicable.

RESPONSE: *Not approved. FMVSS 221 joint strength is applicable where body and floor support joints meet.*

Question: The FTA recently clarified on its website that FMVSS 221 applies to school buses only, and should not be considered a transit bus requirement. See attached website printout. Please delete this requirement.

RESPONSE: *FMVSS testing is not conducted under the FTA Bus Testing program (and the FTA response referenced only confirms this that it is "not a basis for testing public transit vehicles under FTA's Bus Testing program"), a program which provides comparative information on buses. The State of New York is choosing to require, as it has done through past practice, certain FMVSS standards related to the vehicle classifications offered under this procurement (notwithstanding their specific application under the standard) as a performance specification for safety purposes.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: In the last paragraph of this section, I suggest that you exclude the Type VII vehicle, as they are not applicable to a lowered floor mini van.

RESPONSE: *Already excluded. See page 37 under Type VII vehicle classification language. Also, see IFB document revision above that adds FMVSS 220 and 221 to excluded language under Type VII vehicle.*

Page 28, CHASSIS

Question: In the 2nd paragraph, the second sentence requires that all vehicles, regardless of GVWR, be equipped with a helper spring to offset the increased weight of the wheelchair lift. Whereas this is a common (and needed) practice for vehicles under 16,000 lbs GVWR, vehicles above this weight are equipped with a rear suspension system that is stiff enough to negate the need for a helper spring. The weight of the wheelchair lift has less impact on larger buses, especially those equipped with air suspension. Please modify this statement to require the helper spring on vehicles under 16,000 lbs GVWR only.

RESPONSE: *Approved.*

Question: Request the use of rear leaf spring spacer blocks in lieu of rear suspension helper springs in all situations where required (one side or both, dependent on lift location). Aftermarket helper springs and or spring stabilizer kits do not increase spring load carrying capacity and have a high incident of failure. Spacer blocks accomplish the identical effect of leveling and supporting the chassis when excess weight is installed in the body. They do not require the periodic maintenance as required of a helper spring pack, do not violate any OEM chassis manufacture's quality program and cannot fail as a result of repetitive "use" cycles.

RESPONSE: *Not approved.*

Question: Please accept that if a vehicle is equipped with a MorRyde suspension the helper springs are not used; rather an optional height setting is used on the suspension to offset the weight of the wheel chair lift to keep the body level from side to side.

RESPONSE: *Approved.*

Question: Specifications require air ride rear suspension on wheelchair lift equipped vehicles 16,000 lbs. and over. Specifications further state that a helper spring is required on the lift side of all wheelchair lift vehicles regardless of GVWR. Since air ride suspension utilizes air bags instead of springs, it is not possible to add a helper spring. We are requesting removal of the requirement for a helper spring on the lift side of buses with air ride suspension.

RESPONSE: *Approved.*

Question: There is a request that TYPE'S I, I-A, II and III vehicles have the ability to install the wheelchair lift in two locations, right rear curbside or out of the rear of the vehicle. Request that out of the rear of the vehicle be taken out of this request, we are not familiar with any manufacture that offers the option to have the lift mounted out of the rear of the vehicle on a bus type vehicle.

RESPONSE: *This language will not be removed, but is modified to establish the rear of the vehicle lift deployment as an option that is permissible, but not required. The right rear curbside is the minimum required. See IFB document revisions above.*

Page 28, TIRES

Question: On Types IV, V and VI, please accept International's standard tire offering, which is 14 ply and "G" rated, sufficient for the size and GVWR of the bus being proposed.

RESPONSE: *Approved.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 29, BODY, Body Structure

Question: Empire Bus Sales, LLC requests acceptance of Eldorado National's steel reinforced composite body construction with steel cage as shown on attached engineering diagrams. The sidewalls, rear crown wall, roof, and front roof crown are interlocked by resin saturated fiberglass matting members and steel reinforcements forming a unibody design without exposed fasteners or protruding moldings. Body assembly meets or exceeds FMVSS 220 and FMVSS 221 requirements and has been independently crash tested.

RESPONSE: Approved subject to meeting FMVSS 220 and 221, and documentation confirming such compliance that ensures protection from structural failure must be submitted with bid as required. Failure to meet will result in bid being deemed non-responsive to the specification requirements.

Question: Please clarify; can wood based products, i.e. plywood, be utilized in any non-weight bearing applications, i.e., rear caps, doors or ceilings?

RESPONSE: Yes, non-weight bearing applications is an approved use of wood based products.

Question: The exterior walls in the standard construction of buses built by Supreme Startrans and Elkhart Coach which we represent, as well as the majority of the other small bus manufacturers, are comprised of the exterior skin being laminated to lauan to give it more body with minimal weight. While there are alternative non-wood products, they are significantly more expensive and the manufacturers do not feel it is justified on cutaway buses where it would have a measureable impact on the price. In contrast, it is relatively insignificant on the more expensive low floor and rear engine buses. As such, I suggest you consider permitting the luan substrate on the Type I, I-A, II, III, IV and VI buses.

RESPONSE: Approved only for non-weight bearing application.

Question: No Wood Products. We request the approval to use thin wood backing as support for the exterior skin.

RESPONSE: Approved only for non-weight bearing application.

Question: Please accept our fully jig welded steel body frame construction that differs slightly from the specification but certainly meets the intent of a structurally sound unit. Over 22,000 have been delivered with this construction, including several hundred in NYS. Details are attached for your consideration.

RESPONSE: Approved subject to meeting FMVSS 220 and 221, and documentation confirming such compliance that ensures protection from structural failure must be submitted with bid as required. Failure to meet will result in bid being deemed non-responsive to the specification requirements.

Page 29, BODY, Emergency Exit Door

Question: Does the door surround that you are requiring to be stainless steel refer to the structural frame of the door opening, the trim around the panels, or something else. If it refers to the trim, we request that you accept aluminum (as you do on Pg 38), as stainless is not available on the doors utilized by our manufacturers.

RESPONSE: Trim around panels. Aluminum is acceptable.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 29, BODY, Entrance Door

Question: The A&M door that is used by the vast majority of manufacturers is affixed using plain cold rolled steel rods and rod receptacles, not stainless steel hinges and pins. We request that this be approved.

RESPONSE: Steel is not acceptable.

Question: The clear opening of the doors we will provide measure between open door panels 32". When measured between entry grabs it will be 29 ¾" and when measured between opener rod and grab it will be 28". We request that the specifications state the minimum clear opening is measured between the door panels.

RESPONSE: See the IFB document revision above specifying "minimum clear entry opening of 28 inches."

Page 29, BODY, Padded Panels

Question: The 5" requirement does not agree with the DOT inspector requirements for panel height from the floor. Please check with them and address this for clarity.

RESPONSE: Not more than approximately ½" above floor for the vertical stanchion behind step well. Not more than 5" for the padded panel behind driver's seat.

Page 29, BODY, Wheelchair Lift Protective Panel

Question: 720.8(A)(4) states that "if a forward facing seat is positioned within 10 inches of the lift", that a protective panel is not required. Is that acceptable or are you requiring something exceeding the state regulations?

RESPONSE: Protective Panel must be provided.

Question: The description of this panel is confusing. Sounds like you are describing a vertical panel, such as the ones located behind the stepwell and driver, yet the description says it is to prevent shearing action between the lift platform and the vehicle floor. Please clarify purpose and location, and does this requirement apply whether the lift is installed near the rear side of the bus, in the rear wall, and near the front of the bus.

RESPONSE: Panel to prevent that any person seated near where lift deploys, cannot accidentally jam hand/fingers during deployment of lift.

Question: DOT has insisted on a wheel chair lift panel in all instances regardless of state specification for rear side lift units. Please clarify that OGS is specifying the wheel chair panel as a requirement. Further, please clarify what OGS is requiring on units equipped with a lift out the back end of the unit.

RESPONSE: Wheelchair panel is a requirement. For rear mounted lift, a panel meeting the requirement must be on both sides of lift.

Page 29, BODY, Steps

Question: On the Type I bus only, we request that you permit a step depth of 9 ½", as the manufacturer is unable to provide 10" because these vehicles are narrower and there is not sufficient space.

RESPONSE: Approved.

Question: Please add that Type I-A with raised floor option may also have an additional step.

RESPONSE: Approved. See IFB document revision above.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: Also, if the floor is raised, please allow the tread depth for each step to be 8.5” not 10” as specified.

RESPONSE: *Approved.*

Question: We request approval to provide 9” deep steps ILO 10” deep.

RESPONSE: *Not approved.*

Page 29, BODY, Floor Assembly

Question: Supreme Startrans’ standard floor is a one-piece composite material as follows: The finished sub floor is ¾” thick Fiberglass reinforced plywood. This material is described as follows: The inner core of the FRP panel is made of Northern Fir Lauch B/C plywood that has been plugged and filled. The maximum number of filler plugs per 4’ x 8’ sheet to be no more that twenty (20). This material is sandwiched between 17 oz. woven rope fiberglass mat that is impregnated with fiberglass resin, the face side of the material to have 20 mil. Gel coat with the back side covered with co-extruded melinex film. The FRP panels are then installed on the top of the steel sub frame with grade five (5) floor bolts. Construction adhesive is utilized as well along the top of all floor members that intersect the floor decking material as an additional securement method. A minimum of six (6) bolts per crossmember is standard. Tests of this material (Exhibit 1 enclosed) conducted by an independent engineering firm show it to be stronger than conventional plywood floors with a belly pan. Other advantages are (a) that since it is one piece, there is possibility of sagging where plywood sections meet on conventional floors, and (b) the floor is completely sealed in the fiberglass layer on top, bottom and edges so there is no possibility of water intrusion.

We request that you approve this material, in lieu of conventional plywood pieces with a belly pan, that we are confident is superior to conventional flooring.

RESPONSE: *Not approved.*

Question: We request approval to provide galvanized steel belly pan.

RESPONSE: *Approved.*

Question: Please reduce the thickness requirement for galvanized steel from .040” to .030” due to weight considerations. Coated steel .040” thick weighs 1.656 pounds per square foot and structure from belly metal is not required with a substantial floor frame construction. Because aluminum is roughly 1/3 the density of steel, .040” does not represent major weight issues for it.

RESPONSE: *Approved.*

Question: In the case of Elkhart Coach, we request that you accept a .024 belly pan, which is the industry norm. Belly pans are not structural, they merely serve to protect the plywood from deterioration, and a thicker metal creates weight problems.

RESPONSE: *See above question and response.*

Question: The bus we intend to bid utilizes a superior .75” thick, ACQ treated marine plywood subfloor which has a ten year warranty, WITHOUT a belly pan. Please delete the belly pan requirement on the Type V buses which offer a ten year plywood floor warranty.

RESPONSE: *Approved on Type V vehicle classification only.*

Question: On page 29 the request is for rubber floor covering, we request that our Koroseal vinyl based flooring be allowed, this meets all FMVSS & ADA regulations and is standard throughout the transit industry.

RESPONSE: *Not approved.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 30, BODY, Interior Paneling

Question: The bus we intend to bid utilizes .10" thick, transit grade melamine. This is the transit bus industry standard. Melamine sample material is available for evaluation upon request. Please approve.

RESPONSE: Not approved.

Question: Request that standard interior panels be used, these would be composed of the following: shall be gray vinyl covered lauan with match trim strips as needed.

RESPONSE: Not approved.

Page 30, BODY, Insulation

Question: Request that you accept 1.5 lb. density polystyrene bead board that meets the R-value specified.

RESPONSE: Approved.

Page 30, BODY, Driver Seat

Question: Please clarify "no less than 2" from ceiling ...". Do you mean no greater than 2"?

RESPONSE: Yes. See IFB document revision above.

Question: Please confirm that this specification allows the use of aftermarket Driver Seating such as the Freedman Shield.

RESPONSE: This is acceptable, as long as such seat meets specification requirements under driver seat.

Page 30, BODY, Lighting (Interior)

Question: Types IV, V, VI lighting "full passenger area or dual fluorescent lighting down the center aisle ceiling". Are overhead dome lights acceptable if they provide adequate illumination in all areas?

RESPONSE: Yes.

Page 30, BODY, Caulking

Question: In addition to caulk, please accept our standard practice of using an expanded foam sealing tape that compresses between the window and the sidewall during installation. All windows are tested for water leaks prior to shipment.

RESPONSE: Approved.

Page 30, BODY, Interior Trim and Padding

Question: We request that you delete the requirement to pad the wheelchair lift frame. This request was made in 2008 and approved.

RESPONSE: Only exposed wheelchair lift support brackets must be padded.

Question: With the new regulations limiting intrusion into the vehicle, we request that you delete the requirement that the air conditioning unit be padded, as it is not compatible with the new designs.

RESPONSE: Approved.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 30, BODY, Heaters

Question: We strongly recommend that you eliminate the requirement for a dash mounted fan. All of the vehicles requested are built on cutaway chassis that provide more than sufficient OEM defrosting with angled windshield which makes them very effective, as compared to conventional school buses that usually have a relatively vertical windshield so need a fan. With a slanted windshield, the area above the dash is limited and a fan obstructs visibility. If you still insist upon such a fan, it should probably be mounted at the top of the windshield to minimize the obstruction.

RESPONSE: *Approved.*

Page 30, BODY, Exterior Lights

Question: Please clarify whether or not the exterior lights at the front door and lift door that are required by ADA must be LED.

RESPONSE: *LED not required for these lights (front door and lift door).*

Page 31, BODY, Batteries

Question: We request that you permit the electrical disconnect switch to be located in the driver's seat pedestal on the left hand side or in the driver stepwell. These locations are out of the way yet accessible so they can be easily utilized, as opposed to in the battery box where it is inconvenient to access.

RESPONSE: *Approved.*

Question: Are you specifying that the body disconnect switch be mounted in the battery box?

RESPONSE: *Yes, but also see response above.*

Question: On Types IV, V and VI, please accept International's standard battery box that is located in a fixed position behind the driver's entry step, as seen in the attached photo. Retaining the OEM location for the batteries minimizes potential electrical wiring and warranty issues.

RESPONSE: *Location approved, but must meet other specification requirements.*

Question: The bus we intend to bid utilizes three (3) maintenance-free batteries (1,950 CCA total) mounted on a powder coated steel battery tray (non-sliding), accessible under a removable fiberglass shroud. The battery location is directly below the cab on the driver's side of the chassis. This is the IC Chassis OEM battery tray design. Since this is a low-floor bus, there is no other place to remote mount the batteries in a stainless steel roll-out tray as specified. Please approve this request in lieu of the first sentence of the "Batteries" specification in its entirety.

RESPONSE: *Approved for the Type V vehicle classification only.*

Page 31, BODY, Fire Extinguisher, etc.

Question: Are both Flares & IIC Reflectors required as emergency equipment in all vehicles offered?

RESPONSE: *Yes.*

Page 31, BODY, Storage Container

Question: In the case were the electrical box is located above the driver and a sign or front evaporator is to be provided, we request that you permit the storage box to be located either on the side of the front cap or to the right of the engine, as space permits.

RESPONSE: *Approved. See also the IFB document revision above.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: Please accept that our electrical circuit board is mounted over the driver to the left and that there is not room other than a small storage area to the right side of the bus if front air conditioning or front destination sign is installed.

RESPONSE: See the IFB document revision above.

Page 32, RUSTPROOFING

Question: We request approval of Nanochem which is used by Elkhart Coach for the treatment of their steel structure (Exhibit 2 enclosed). Note that the structure is laminated between the interior and exterior skins so it is sealed from moisture.

RESPONSE: Not approved.

Question: In lieu of DuPont Corlar, please accept our standard gray polymeric rust inhibiting primer, Z-Shield 6001, as described in the attached literature. This is a transportation grade primer designed for chassis components, and can be used on steel and aluminum surfaces. The body structure framing is backed by a 5-year / 150000 mile warranty against corrosion failure.

RESPONSE: Approved.

Question: We request use of pre-coated Gatorshield tubing in walls and roof then coated welds. With undercoat applied to the bottom of the floor (underbelly steel and structure) for protection and approval of exterior skin of 2-side galvanized steel.

RESPONSE: Approved.

Question: Please delete the reference to rustproofing for the chassis cavities as Ford offers a 5 year unlimited mile warranty on rust through and GM offers a 6 year unlimited mile warranty. This was approved in 2008 for the previous Adult Passenger Bus bid.

RESPONSE: IFB specification already indicates “with exception of OEM chassis.” This would include chassis cavities.

Question: Please approve our standard primer paint that is a Red Oxide material offering superior test results using ASTM B117 test method in lieu of the two part epoxy specified. Laboratory test results of the ASTM B117 Salt Fog tests are attached. As will see, the test was discontinued with no evidence of blistering.

RESPONSE: Not approved.

Question: The bus we intend to bid has a superior corrosion protection package as follows: The frame and substructure are protected with a single component primer/sealer - PPG #CRE-904. An additional corrosion protection layer applied in a single component of PPG – Corashield #8071 to all under-carriage components is also supplied as standard. See attached CRE-904 and #8071 specification sheets for details. Please approve.

RESPONSE: Approved.

Question: We request that our DuPont Anti-wicking black sealer be used at the window line this meets all FMVSS regulations and coincides with our body warranty, the Anti-wicking is meant to prevent window leaks, not rust proofing, We use Galvanized “Flo-Coated steel cage structure which is corrosion resistant.

RESPONSE: Approved.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 32, SEATING

Question: It states that the entire seat frame, excluding mounting brackets will be padded. Please add the legs.

RESPONSE: *The mounting brackets and legs are excluded from the padded requirement.*

Question: Request the use of Braun mid-back seats as an approved equal meeting all other requirements as detailed in the specifications as described, see attached literature.

RESPONSE: *Not approved.*

Question: The request is for Feather Weight with knee saver, we respectfully request that the knee saver feature be eliminated as this will add cost to the seat.

RESPONSE: *Not approved.*

Page 32, WINDOWS

Question: On Type IV it states that the minimum size to be 38" x 28" single or 56" double. The only windows we can provide measures 47" x 37". We request that this be approved.

RESPONSE: *Approved.*

Question: Also, in this section it states that rear exit door shall include lower window. On page 29 under Emergency Exit Door it says it shall have upper and lower windows. Please clarify.

RESPONSE: *Two windows are required. One window for the upper portion of door and one window for the lower portion of door, to maximize driver visibility out rear of vehicle.*

Question: We request relief from the requirement to provide windows on each side of the rear door when door is utilized as "special service door". Due to the required dimensions of the opening necessary to accommodate a wheelchair lift (ADA & NY DOT) there is insufficient room to install windows on each side of the door. All other aspects of doors will be in full compliance of special service door requirements as described in Title 17 NYCRR Part 720.8.

RESPONSE: *Two window requirement on either side of rear door is not applicable only when rear door is used as special service door.*

Question: The request is for a minimum 28%, request that our windows with 20% light transmittal be allowed. The 20% is actually darker then the 28% requested.

RESPONSE: *Approved.*

Question: For the Type IV bus, please accept that the windows will be offering as standard will be 33 ½" x 47 ½" and meets FMVSS 217 regulations.

RESPONSE: *Approved.*

Page 33, FINISH

Question: We request the approval of vinyl graphics tape in lieu of the painted stripe as has been the practice for years. The tape we use is rated at 9 years.

RESPONSE: *Approved.*

Question: We request the use of two side galvanized skin with pre-painted, baked enamel finish, ILO "All exterior and interior metal surfaces shall be properly primed with zinc chromate, phosphate or equal rust resistant primer prior to finish coating of acrylic enamel."

RESPONSE: *Two sided galvanized skin with pre-painted, baked enamel finish may be used on interior only.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
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Solicitation Questions (continued)

Page 33, VEHICLE CLASSIFICATION, Type I

Question: Because of GVWR limitations, without a wheelchair lift, the maximum ambulatory capacity of the SRW bus manufactured by Startrans Bus is 11. A weight analysis is attached (Exhibit 3). Since all of the vehicles ordered in the past have had a wheelchair lift, this should not have any impact, as can be seen on the brochure attached (Exhibit 4) and floorplans showing from 1 to 3 wheelchairs (Exhibit 5). We request that the maximum ambulatory capacity be changed to 11. If this is not acceptable, we will not be able to submit a bid.

RESPONSE: *Approved.*

Question: In lieu of foamed in place or resin hardened honeycomb insulation, please accept our standard 1" – 1.5" high-density polystyrene insulation in the walls and roof. Our R-value in the sidewalls is R-10 minimum. Foamed-in insulation is incompatible with our fabrication process.

RESPONSE: *Approved.*

Question: GM does not offer a SRW Chassis that meets the minimum GVWR. Please change minimum specs to reflect a minimum GVWR of 9900 lbs. so that a GM Chassis may be presented in the bid. By making the above adjustment to the specifications, it would also allow the bidding of a diesel engine option with the chassis requested. GM Also offers a 4.8 liter V8 on the SRW Chassis – please consider changing the specification to allow the use of the 4.8 liter V8 as opposed to incurring an additional \$800.00 +/- to equip the chassis with a 6.0 liter V8 that is hugely powerful for this size vehicle.

RESPONSE: *Not approved. See Optional Equipment Diesel Engine responses and IFB document revision that removes the diesel engine option for this vehicle classification.*

Question: Please specify minimum alternator output.

RESPONSE: *120 amp.*

Question: Under Type I under body, the request is for a minimum 24-gauge exterior laminated galvanized steel siding; request that our standard exterior skin be made up of .024 galvanized steel laminated to 2.4mm lauan.

RESPONSE: *Not approved.*

Page 34, VEHICLE CLASSIFICATION, Type II

Question: Based upon the minimum 6.0 liter engine size, it seems that you would entertain a GM chassis for this vehicle. As such, I would suggest changing the minimum alternator to 145 amp, which is the largest offered by GM, in order to avoid an after-market alternator.

RESPONSE: *Approved.*

Question: Is a V-10 engine with a displacement of 6.8 liters acceptable?

RESPONSE: *Yes.*

Question: Request approval of a minimum GVWR 14,500# in lieu of stated 14,000# minimum in respect to maximizing passenger capacity and facilitating the largest number of potential interior configurations when constructed on the base platform with either specified power plant and especially when configured with optional hybrid packages as described on page 41. The battery system adds 1,665 lbs to the raw chassis curb weight while the capacitor system adds 850 lbs (weights are approximations).

Viewed in the worst case scenario, this represents nearly 12% of the payload capacity of the chassis with the lower GVWR.

RESPONSE: *Not approved.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
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Solicitation Questions (continued)

Question: Request approval of 5.4L, V-8 gasoline (Flex fuel capable) engine rated 255hp@4500rpm (SAE Net HP) with 350 lb-ft torque @ 2500rpm in lieu of 6.0L displacement rated at a minimum 300HP x 300 lb ft. torque.

Torque output exceeds specified requirement by 16.7%

Engine is Flex fuel capable (see attached) – a decided maintenance and longevity advantage with anticipated increasing ethanol percentages of fuel, unlike the specified 6.0L power plant (see attached documentation – page 3 of 7).

The comparable torque output to the 6.0L V-8 as specified is within nominal tolerances (2.7%) (350ft lbs vs. 360ft lbs)

6.0L = 366.14 C.I.D. // 5.4L = 329.52 C.I.D. The engines have a nominal displacement differential (10%) 5.4L engine is the standard power plant offered by Ford Motor Company on all RV cut-a-way chassis.

The 6.0L V-8 is the standard engine offered on the GM RV cut-a-way chassis. The requirement to install the 6.8L in the E-350/450 platform prejudices the cost of the chassis \$850.

The use of the 6.8L V-10 prejudices the payload capacity of the platform by 140lbs. nearly the equivalent of an ambulatory passenger – 150lbs by FMVSS guidelines.

RESPONSE: Not approved.

Page 34, VEHICLE CLASSIFICATION, Type II-LF

Question: Arboc Mobility features a one-piece floor (as opposed to multiple pieces) of PerformMax 500 engineered wood (Exhibit 6 enclosed) in its low floor buses (Types II-LF and III-LF). This material is stronger and more water resistant than plywood. It is warrantied against delamination for 25 years. A moisture barrier is laminated to the upper surface with moisture sealed edges. The top and underside are than coated with a Poly-Urea coating to entirely seal the material. A belly pan is not available. We request that this flooring be approved as equal to a multi-piece marine grade plywood with belly pan. Denial of this request would preclude us from offering this vehicle.

RESPONSE: Approved.

Question: Request approval of a minimum GVWR 14,500# in lieu of stated 14,000# minimum in respect to maximizing passenger capacity and facilitating the largest number of potential interior configurations when constructed on the base platform with either specified power plant and especially when configured with optional hybrid packages as described on page 41. The battery system adds 1,665 lbs to the raw chassis curb weight while the capacitor system adds 850 lbs (weights are approximations). Viewed in the worst case scenario, this represents nearly 12% of the payload capacity of the chassis with the lower GVWR.

RESPONSE: Not approved.

Question: Under TYPE II-LF under A/C system, it states that when selected as an option only option 4A is permitted, but on page 58 on the pricing page for the TYPE II-LF bus option 4 is required for pricing. Should this option be eliminated?

RESPONSE: Confirmed. See IFB document revision above.

Question: Under the Type II-LF & Type III-LF buses, the request is for the ramp slope not to exceed 1:6 maximum. Request that the wording be stated so that 1:6 would be the minimum allowable in that any other manufacture with a lower ratio, i.e. 1:5 figure is actually offering a higher slope ramp.

RESPONSE: A higher slope ramp is not what we are seeking. Lower than the current 1:4 slope standard is what is being sought, in lieu of proposed rules issued by the federal government (July 2010) regarding ADA accessibility guidelines for transportation vehicles that specifies 1:6 maximum slopes when ramp deployed to sidewalk or roadway.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: For Types II-LF & Type III-LF buses please accept our low floor air suspension system as follows; Air will be provided by a York style two-cylinder compressor that is belt driven off of the engine. The air system shall be managed by an electronically controlled manifold that will control the height of the suspension. Lockouts are employed that will allow the suspension to actuate only when vehicle is in the proper mode. Before the vehicle can shift out of park the suspension must be back at ride height. An air dryer will be utilized in the system cleaning the air and removing unwanted moisture. The air lines in the system shall be a heat and light stabilized seamless single wall extruded nylon tubing. The air lines will conform to SAE specifications J844 Type A or B, D.O.T. FMVSS106, and performance requirements as specified in SAE specification J1131. Air hose will be rated to 150 PSI, and air reservoir will be (2) x 1200 cu in volume rated to 150 PSE working pressure.

RESPONSE: Acceptable if the system meets the rated minimum of the specification.

Page 34, VEHICLE CLASSIFICATION, Type III

Question: Wheelbase - Elkhart Coach builds their 24 passenger buses on a chassis with a 186" wheelbase in order to avoid over loading the rear axle (wheelchair configurations can be built on a 176" wheelbase). We request that this be approved.

RESPONSE: 176" wheelbase is specified and is acceptable. 186" wheelbase is not approved as it does not meet the nominal 176" wheelbase as specified.

Question: GM does not offer an Engine that meets the minimum spec on this chassis (V10). Please accept a minimum of a 6.0 liter V8 with a minimum of 300hp.

RESPONSE: Not approved. Chassis must meet minimum specifications for this classification.

Page 35, VEHICLE CLASSIFICATION, Type III-LF

Question: Floor – Request approval of Arboc flooring as explained under Type II-LF above.

RESPONSE: Approved.

Question: Alternator – Request minimum alternator be changed to 145 amp, as explained under Type II above.

RESPONSE: Approved.

Question: Under the Type II-LF & Type III-LF buses, the request is for the ramp slope not to exceed 1:6 maximum. Request that the wording be stated so that 1:6 would be the minimum allowable in that any other manufacture with a lower ratio, i.e. 1:5 figure is actually offering a higher slope ramp.

RESPONSE: A higher slope ramp is not what we are seeking. Lower than the current 1:4 slope standard is what is being sought, in lieu of proposed rules issued by the federal government (July 2010) regarding ADA accessibility guidelines for transportation vehicles that specifies 1:6 maximum slopes when ramp deployed to sidewalk or roadway.

Question: For Types II-LF & Type III-LF buses please accept our low floor air suspension system as follows; Air will be provided by a York style two-cylinder compressor that is belt driven off of the engine. The air system shall be managed by an electronically controlled manifold that will control the height of the suspension. Lockouts are employed that will allow the suspension to actuate only when vehicle is in the proper mode. Before the vehicle can shift out of park the suspension must be back at ride height. An air dryer will be utilized in the system cleaning the air and removing unwanted moisture. The air lines in the system shall be a heat and light stabilized seamless single wall extruded nylon tubing. The air lines will conform to SAE specifications J844 Type A or B, D.O.T. FMVSS106, and performance requirements as specified in SAE specification J1131. Air hose will be rated to 150 PSI, and air reservoir will be (2) x 1200 cu in volume rated to 150 PSE working pressure.

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RESPONSE: Acceptable if the system meets the rated minimum of the specification.

Solicitation Questions (continued)

Page 35, VEHICLE CLASSIFICATION, Type IV

Question: We request approval of a 26,000 lbs. GVWR (in lieu of 26,501)

RESPONSE: Acceptable, if an extra heavy duty front axle is provided.

Question: The wheelbase utilized by Supreme Startrans when building a 40 passenger bus is 299” as shown on the floorplan attached (Exhibit 7). We request that this be accepted.

RESPONSE: 299” wheelbase is not approved as it does not meet the nominal 254” wheelbase as specified.

Question: We request approval of an Allison 2200 PTS transmission that is provided on the Freightliner S2 chassis that we intend to use.

RESPONSE: Not approved.

Question: We request approval of the exterior siding of Alufiber material as described below: The side wall structure shall consist of a steel cage, insulation, and exterior skin. The assembly and components of the side walls shall be as follows:

The steel cage is constructed of 1 ½” x 1 ½” x 14 gauge tubing to form a vertical and horizontal wall frame. The steel cage is designed to create a grid work that is part of the total steel structure that surrounds the passenger compartment. The side wall is insulated with “Astro-foil” reflective material. This reflective insulation consists of two layers of aluminum foil laminated to the outside of two layers of heavy-duty polyethylene air-bubble cushioning. These bubbles form trapped air spaces between the foil surfaces to give the unit excellent “R” values. This insulation is impervious to moisture and air currents. The exterior is covered with Alufiber material. Aluminum outer surface backed by a layer of fiberglass... min. material thickness .099 “w/.020” Aluminum skin...max. material thickness .103 “w/.02” Aluminum skin. This material is weather and corrosion resistant, and allows for seamless construction. This outer skin is attached to the side wall with high bond conformable acrylic foam tape.

RESPONSE: Not approved.

Question: Please accept a 38-passenger capacity in lieu of 40. This is the largest passenger load we can accommodate on the International HC chassis with a 254” wheelbase, their longest available. Please see attached floor plan. Making the body long enough to add another row is not recommended since the rear overhang would be too long, resulting in an unbalanced load and a bouncy ride for the rearmost passengers.

RESPONSE: 38-passenger capacity is approved.

Question: Please accept International’s standard GVWR rating of 25,500 lbs, in lieu of 26,501 lbs. The proposed GVWR rating will be adequate for the 38-passenger capacity and equipment list.

RESPONSE: Acceptable, if an extra heavy duty front axle is provided.

Question: Please confirm that the battery rating of 1800 CCA can be accomplished with multiple batteries. International offers a 3-battery system rated at 1950 CCA.

RESPONSE: Confirmed.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
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Solicitation Questions (continued)

Question: International considers the Allison 2500 PTS to be a school bus transmission, not designed for transit applications. International recommends the following choices. If the bus is to be used in an “on-demand” application, the Allison 2200 PTS is appropriate for GVWR’s under 26,000 lbs. If used in a fixed route application, the 3000 PTS is the correct choice. Please advise.

RESPONSE: *Allison 2200 PTS transmission is not approved, as indicated in above response. 2500 PTS is the minimum required, but the 3000 PTS is acceptable.*

Question: Please accept International’s standard 15” x 4” front air brakes, in lieu of 15” x 5”. They do not offer a 5” option.

RESPONSE: *Approved.*

Question: Wheelbase. Bid calls for 40 passengers on a 254” wheelbase. We cannot determine how any manufacturer could fit 40 passengers on a 254” wheelbase conventional bus with Freedman mid-high seats. Please approve 291” wheelbase for 40 passengers.

RESPONSE: *See response above regarding approval of 38-passenger capacity for this vehicle classification.*

Question: Clarification of cylinders required. Please clarify language that states “Minimum 200 HP x 500 lb. ft. Torque, six (6) cylinder diesel engine.” We believe this means that an 8 cylinder engine with at least 200 HP x 500 lb. ft. will satisfy the requirement for a minimum of 6 cylinders. If this is interpretation is incorrect please approve the use of an 8 cylinder diesel engine that meets or exceeds the HP and Torque requirements.

RESPONSE: *Approved.*

Question: What is the intended Vocation/Use of Type IV Buses? Type IV calls for “Minimum four (4) speed automatic transmission, Allison 2500 PTS, or approved equal or better.” Our concern is that the 2500 PTS (Pupil Transportation/Shuttle) Transmission is not approved for use in vocations served by this bid and incorrect applications could VOID the Allison warranty.

Page 6 of the Allison brochure states that the PTS Series transmission applications are Airfield Bus, Airport Shuttle, Casino Bus, Dedicated Handicap Shuttle, Hotel Shuttle, Rental Car Shuttle, Retirement Community Shuttle, and Scenic Tour Bus.

Page 11 of the Allison brochure states that the B-Series transmission applications are Revenue-Generating/FTA Transit Bus Applications, Transit Bus, Inncity Bus less than 53,000 lbs GVW, Tour Coach, and Shuttle Bus over 33,000 lbs GVW.

IC Bus will not build a bus with the wrong transmission for that vocation and therefore we would like the specs to reflect that intended use.

If these buses are “On Demand Shuttles” please specify Allison 3000 or better.

If these buses are “Scheduled Route” or “Transit Buses” please specify Allison B-300 or better.

If the use of these buses is mixed, the GVWR should be decreased to 26,000 to allow for 2200PTS as base transmission then have options of the Allison 3000 and B-300. This would allow for the most economical model to be purchased for Shuttle vocations and the upgrade to B-Series in Transit vocations.

RESPONSE: *Our specifications have never referenced a specific use, because it will vary, depending on the purchasing entity. B Series transmissions are for coach applications, which these vehicles are not intended. Our research indicates the PTS Series transmission (and specifically the 2500) is appropriate for adult passenger transportation, and the assumption can be made that the utilizations specified above for this transmission use are some targeted vocations for this vehicle classification.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: Bid calls for “Air Brakes: Front 15” x 5” minimum and Rear 15” x 8” minimum or approved equal. Please allow Front 15” x 4” and Rear 16.5”x 7” as approved equal. IC Bus Chassis engineering designs braking systems to perform based on the GVWR of vehicle. Brakes are sized accordingly to meet federal minimum stopping distances and weight distribution requirements.

RESPONSE: Approved.

Question: Under Type IV, the bus we will be bidding meets all FMVSS regulations and has been STURRA tested for 10 years 350,000 miles and is ISO 9001 certified. The chassis with be 29,000 GVWR with a 260” wheelbase, with 240 HP X 560 lb. Ft. torque with an Allison 2500 5-speed PTS transmission, front brakes at 15” X 4” and rear brakes at 16.5” X 7.0”, please accept this in lieu of requested.

RESPONSE: Approved.

Page 36, VEHICLE CLASSIFICATION, Type V

Question: We request approval of 254” wheelbase ILO 215” in order to accommodate 32 passengers.

RESPONSE: Insufficient detail. Therefore, not approved.

Question: We request approval of Allison 2200 PTS ILO “Allison 1000 series or equal”.

RESPONSE: Approved.

Question: We request approval of 37” clear passenger opening ILO 38” clear passenger opening.

RESPONSE: Approved.

Question: Body - We request approval of two side galvanized, 25-gauge steel skin bonded to the structure using urethane foam insulation ILO 15-gauge exterior.

RESPONSE: Approved.

Question: Floor – We request use of more than one piece of 5/8” marine grade plywood. Underbody plywood and steel, with the exception of the drive shaft, catalytic converter, engine, transmission, exhaust system, etc. shall be undercoated to protect against corrosion. The material shall be an abrasive free petroleum asphalt emulsion, formulated with corrosion inhibitors. ILO “single piece insulating 5/8 plywood completely sealed from moisture and debris.”

RESPONSE: Approved.

Question: The bus we intend to bid utilizes a 95” passenger aisle headroom in the low-floor section of the bus and a 76” passenger aisle headroom in the rear upper section of the bus. Please approve.

RESPONSE: Approved.

Question: The bus we intend to bid utilizes a 102” width bus body. This body with allows superior wheelchair and scooter maneuverability within the bus. Please approve.

RESPONSE: Approved.

Question: The bus we intend to bid utilizes a Navistar OEM fuel-water separator #1886166C93. A Racor brand fuel-water separator is not available on the Maxxforce 7 diesel engine. Please approve.

RESPONSE: Approved.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: The bus we intend to bid utilizes a .080” thick aluminum exterior skin which is applied to the structural cage the 3M industrial adhesive tape and Sikaflex sealants. This skin mounting process has been utilized by our bus manufacturer for over 20 years with great success. Please approve.

RESPONSE: Approved.

Question: The bus we intend to bid utilizes superior ¾” ACQ treated marine grade plywood. Due to the vehicle size required to accommodate 32 passengers, our flooring cannot be a single piece. We will supply multiple pieces which are all edge-sealed and completely undercoated on the bottom side prior to installation on the bus. Please approve.

RESPONSE: Approved.

Question: Type V calls for “minimum 78” continuous passenger aisle headroom. Due to the low floor entry of this bus, its floor must slope up as it goes back. Therefore, we request approval of 72” passenger aisle headroom in the rear of the bus.

RESPONSE: Not approved. Minimum regulatory requirement is 75”, which will be allowed in the rear of the bus.

Page 36 & Page 37, VEHICLE CLASSIFICATION, Type VI

Question: The wheelbase utilized by Supreme Startrans when building a 28 passenger bus is 201” as shown on the floorplan attached (Exhibit 8). We request that this be accepted.

RESPONSE: Approved, subject to meeting the standard 28-passenger seating requirement with required Emergency Exit Door specified that meets all NYSDOT regulations stipulated.

Question: We request approval of Ford OEM 5 speed Torqshift transmission with overdrive.

RESPONSE: Approved.

Question: We request approval of a 40 gallon fuel tank, the largest available on Ford F550.

RESPONSE: Approved.

Question: Please accept International’s standard 205” wheelbase, as seen on the attached floor plan, in lieu of 215”. For this size bus, 205” provides the best balance and a better turning radius.

RESPONSE: Approved, subject to meeting the standard 28-passenger seating requirement with required Emergency Exit Door specified that meets all NYSDOT regulations stipulated.

Question: As with the Type IV, please accept International’s 3-battery system rated at 1950 CCA. If not acceptable, please clarify how many 1100 CCA batteries you require for this category.

RESPONSE: Approved.

Question: Please accept International’s recommended Allison 2200PTS or 3000 PTS transmission for the 23,500 GVWR chassis proposed.

RESPONSE: Both the Allison 2200 PTS and 3000 PTS are approved.

Question: As an alternative to the International/Allison combination, please accept the Ford F-550 chassis with Ford’s standard 6-speed TorqShift automatic transmission, which includes an Auxiliary Transmission Oil Cooler.

RESPONSE: Approved.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: If the Ford chassis is acceptable, please accept their standard 40-gallon fuel tank, in lieu of 55 gallons.

RESPONSE: See response above.

Question: We request approval of 224” wheelbase to accommodate 28 passengers.

RESPONSE: Approved.

Question: We request approval of two side galvanized, 25-gauge steel skin bonded to the structure using urethane foam insulation ILO 16-gauge exterior.

RESPONSE: Approved.

Question: Please clarify “no flutes allowed.” What are flutes?

RESPONSE: See IFB document revision above deleting reference to flutes.

Question: Under Type VI (Cont’d) the last sentence call for “120 volt hot water heater pump shall be installed.” The only 120 volt hot water heaters we are aware of would be one that plugs into a standard wall outlet and pre-heats the coolant similar to a diesel fired Webasto or Espar heater. Is that what you would like or should this read “12 volt hot water heater pump shall be installed,” to help push heat through the bus while running?

RESPONSE: What we are looking for is a 120 volt circulating pump to move the coolant that is heated by the 120 volt engine block heater. It is not used while bus is running.

Question: Type VI calls for 215” wheelbase. We asked for approval of 224” wheelbase. We would like to clarify/re-submit that question and ask for approval of 224”-236” wheelbase for Type VI.

RESPONSE: See response above for the 224” wheelbase. As the IFB specified “Nominal”, we will not be approving ranges of wheelbases in approval requests. The 236” wheelbase is not approved.

Page 37, VEHICLE CLASSIFICATION, Type VII

Question: It appears that you are requesting a lowered floor minivan with side entry. Please confirm this or advise if otherwise.

RESPONSE: Confirmed.

Question: Please clarify whether you are only requiring the manufacturer’s standard front air conditioning, or if you want their front & rear air conditioning?

RESPONSE: Manufacturer’s standard front.

Question: If indeed this is a lowered floor minivan, a 1:6 maximum slope is not available. Such vehicles meet the current ADA requirements of 1:4. Please modify the specifications accordingly.

RESPONSE: 1:4 maximum slope approved. See IFB document revisions above.

Question: Specifications exempt this vehicle from the specifications of chassis, body, seating, windows, wiring, and finish as identified above under detailed product specifications. Do you require power windows and door locks?

RESPONSE: No.

Page 38, OPTIONAL EQUIPMENT, Wheelchair Lifts

Question: Please clarify if wheelchair doors are to be two panels, a single panel or either.

RESPONSE: Either.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: Please clarify what is meant by door surrounds (this term was also used on Pg. 28 under Emergency exit doors, yet seems to mean something different here).

RESPONSE: Trim around panels. Aluminum is acceptable.

Question: In the 6th paragraph, please accept that on the Braun wheelchair lift, the side safety stops on the platform are a minimum of 2 ½”, which meets ADA requirements, in lieu of 3”.

RESPONSE: Approved.

Question: Discrepancy of Type V Wheelchair Lift Option. Paragraph 9 states that Type V shall have lift mounted on curbside behind rear axle but Section Title excludes Type V. We believe that Type V should not be included in paragraph 9 since the ramp entry fulfills wheelchair loading requirements.

RESPONSE: This is an error. See IFB document revision above that deletes the Type V reference.

Question: Page 38 OPTIONAL EQUIPMENT (1) Wheelchair lift and Page 40 Option (7) Raised floor. We request the following consideration; please be advised that the positioning of the wheelchair lift out the rear is not compatible with the Raised Floor option due to ADA & NY DOT door size requirements. When the rear lift position is selected as an installation location, vehicles will have the standard floor assembly.

RESPONSE: Confirmed and Approved.

Page 39, OPTIONAL EQUIPMENT, Air Conditioning

Question: Instead of a 9” protrusion, we request that you use the policy of the NYDOT (copy attached – Exhibit 9), which requires compliance with the aisle height requirements at all points in the main aisle for than 12 inches forward of a vertical line reassured at the inside surface at the top edge of the rear emergency door or window.

RESPONSE: Not acceptable. Must meet specifications as written.

Question: In the case of a lift mounted to deploy out the back of the vehicle, please permit side mounted evaporator as it will fit the rear wall with a lift.

RESPONSE: Approved, but only for lift mounted to deploy out back of vehicle.

Question: OPT. NO 4: Type IV, V and VI - 80,000 BTU - Is a front and rear dual bulkhead evaporator system acceptable to achieve 80,000 BTU's?

RESPONSE: Yes.

Question: OPT. NO 4A: Rooftop A/C : Are you asking for a complete rooftop system or just rooftop condensers with interior evaporators? RAC has complete rooftop systems that will meet or exceed these specs however our offering is limited to the following BTU's - 60,000 BTU (RS-20), 120,000 BTU (RS-40), 136,000 BTU (RS-46). If only a rooftop condenser is needed we have to options to meet that specification as well, 80,000 BTU (RC-31) and 136,000 BTU (RC-41).

RESPONSE: Complete rooftop system is not required, but can be provided to meet the Option 4A specification. Must meet or exceed the BTU's specified.

Page 40, OPTIONAL EQUIPMENT, Diesel Engine

Question: This description says that bidders can only bid the diesel option using the same chassis manufacturer as the base vehicle bid. Most bidders will probably bid the Ford E-series chassis for the base vehicle, but Ford does not currently offer a diesel engine for this model. Will you accept a diesel chassis from another manufacturer, such as Chevrolet?

RESPONSE: Yes.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

(5) Diesel Engine – Types I & I-A

Question: Only Ford makes a chassis on which the Type I can be built. Ford does not currently offer a diesel engine, there is no indication when they will, and there is no way of having even a faint idea of what the cost would be if they do. We request that you delete this option from Item I; that if/when it is available, the up-charge should be negotiated based upon the documented cost.

RESPONSE: Option will be deleted for Type I & I-A. See IFB document revision above.

Question: In the case of the Type I-A, if a price for this option is required, were we to offer the base vehicle on a Ford chassis, we would have to base the diesel on a GM chassis for which pricing is available, which does not work well with your bid forms. Further, the additional weight would significantly reduce the capacity.

RESPONSE: Option will be deleted for Type I & I-A. See IFB document revision above.

Question: We suggest that this option be deleted entirely.

RESPONSE: Approved for Type I & I-A.

(6) Diesel Engine – Type II & III

Question: Only Ford makes a chassis on which the Type III can be built. Ford does not currently offer a diesel engine, there is no indication when they will, and there is no way of having even a faint idea of what the cost would be if they do. We request that you delete this option from Item III; that if/when it is available, the up-charge should be negotiated based upon the documented cost.

RESPONSE: Option will not be deleted and can be offered at such time as when available from OEM chassis manufacturer as specified. Bidders must do their best to estimate prices at this time, but chassis must be able to meet specification requirements for vehicle classification.

Question: In the case of the Type II, if a price for this option is required, if we are offering the base vehicle on a Ford chassis, we would have to base the diesel on a GM chassis for which pricing is available. Further, the additional weight would significantly reduce the capacity.

RESPONSE: Option will not be deleted and can be offered at such time as when available from OEM chassis manufacturer as specified. Bidders must do their best to estimate prices at this time, but chassis must be able to meet specification requirements for vehicle classification.

Question: We suggest that this option be deleted entirely.

RESPONSE: Option will not be deleted and can be offered at such time as when available from OEM chassis manufacturer as specified. Bidders must do their best to estimate prices at this time, but chassis must be able to meet specification requirements for vehicle classification.

Page 40, OPTIONAL EQUIPMENT, 32 Adult Passenger

(10) 32 Adult Passenger – Type IV only

Question: We request approval of a 259” wheelbase which is the appropriate size on the Freightliner chassis we intend to offer.

RESPONSE: Not acceptable. Option 10 is designed to be a smaller bus and shorter wheelbase than Type IV base model.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: This option describes a lower capacity bus based on the Type IV description. Since the optional bus has a lower passenger capacity, will you accept a lower GVWR chassis rating, such as 23,500 lbs, as long as the weight analysis shows the GVWR to be adequate for the load?

RESPONSE: Yes. Above referenced chassis rating is approved subject to appropriate weight analysis for the adult passenger capacity specified.

Page 41, OPTIONAL EQUIPMENT, Battery Hybrid System Propulsion

(14) Battery Hybrid System Propulsion

Question: Types II-LF and III-LF are configured for a GM chassis, and so such system is not available for it. Although Type III is configured on a Ford chassis, the Azure Balance Hybrid Electric System is only available on a 158" wheelbase (spec sheet attached – Exhibit 10) and we are not aware of any other such system available for it. We believe the Ford F550 is the most appropriate chassis for the Type VI, and there is no Battery Hybrid System available for this chassis.

RESPONSE: See IFB document revision above. Type II, IV and V vehicle classifications will require Battery Hybrid System Propulsion under Option 14 as a required option price, and part of the Grand Total Bid Price as noted under Method of Award/Bid Instructions.

Question: We request that this option be deleted from Types II-LF, III, III-LF and VI.

RESPONSE: Approved.

Question: On the Azure Dynamics Balance Hybrid which is only available for the Type II, the rating of the Lithium Ion battery is 345 volts nominal. We request that this be accepted in lieu of 288 volts.

RESPONSE: Approved.

Question: Please note that the Type II and Type III specifications require an engine size of 6.0L minimum. We intend to offer the Azure Balanced Hybrid System for this option, but this system is only compatible with the 5.4L Ford gasoline engine. Please accept this deviation for the hybrid option.

RESPONSE: Approved.

Question: It is highly unlikely that most participating vendors would have access to and distribution agreements with manufacturers who produce products with both types of hybrid platforms. It is also unlikely that manufacturers that produce completed vehicles do so with both distinctively different hybrid systems as optional platforms. Will offers be accepted by vendors who can supply only one of the two noted optional systems? How should this be reflected on the price submission pages?

RESPONSE: See IFB document revision above. Pursuant to the IFB document revisions above, Option (14) and Option (15) will now be offered under separate and distinct vehicle classifications, and will not overlap as part of the Grand Total Bid Price.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Page 41, OPTIONAL EQUIPMENT, Ultra-capacitor Hybrid System Propulsion

(15) Ultra-capacitor Hybrid System Propulsion

Question: This type of system is compatible with Types II-LF, III, III-LF and VI, so this option could be added to replace the removal of Option 14. Variable Torque Motors, the supplier of the Ultra-capacitor Hybrid Propulsion System that we will propose, has advised us that certification of compliance letters from OEM manufacturers are not appropriate and cannot be provided. The system is considered a driveline accessory, just like a Telma retarder, and the chassis manufacturers do not certify such accessories. The attached letter from the FTA (Exhibit 11) explains that:

The system is the same for all class 4 transit buses

The system installs without any modification to engine or transmission mounting structure. No connections are made to engine or transmission controls or sensors. The VTM hybrid function during deceleration is very similar to a driveline electromagnetic brake system.

They determined that the VTM system, which was tested on a Chevy chassis requires no additional testing if installed on a Ford chassis. As such, we request that the requirement for OEM certification for this option be deleted.

RESPONSE: Approved for Type II-LF and Type III-LF vehicle classifications only.

Question: We intend to bid the VTM S-3000 Ultra-capacitor Hybrid System. This system complies with Title 17 NYCRR Part 720.9 (1999) except as noted here:

B4- requested exception – The external VTM Emergency disconnect label has RED letters that are 0.36 “ high.

RESPONSE: Not approved. Must be 1inch as required under regulation.

B5- requested exception – The VTM standard size label has “Hybrid – Electric Powered” instead of “Electric Powered”. This label complies with the letter height and blue lightning bolt standards.

RESPONSE: Approved.

D4- requested exception – The VTM ultracapacitor assy. is mounted below the vehicle floor and to the frame rail or floor cross members. We expect that this test will be passed, but we have not conducted the barrier impact test as described.

RESPONSE: Approved.

D6- requested exception – In the VTM hybrid system a state of charge indicator is not included as standard equipment, since the charge changes from min. to max. with every long regen cycle. This can be supplied at extra cost if required.

RESPONSE: Approved.

E3a -requested exception – The VTM school bus system does not include a key type switch on the hybrid driver panel only a rocker switch – if this is required, this is an extra cost item.

RESPONSE: Approved. Only rocker switch.

E6- requested exception -Minimum acceleration rates require a continuing ultracapacitor charge. Rates above the 20 sec. do not apply to the VTM system, because the vehicle engine and transmission power trains takes over. Launch assistance is completed.

E6 (a) and (b)- requested exception – these sections do not apply to the VTM system.

RESPONSE: Confirmed. Regulations do not apply to this system.

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: Warranty requirement shows a written length of five (5) and numerical period of three (3) – please clarify.

RESPONSE: *See IFB document revision above that updates specification to “Three (3) years.”*

Question: It is highly unlikely that most participating vendors would have access to and distribution agreements with manufacturers who produce products with both types of hybrid platforms. It is also unlikely that manufacturers that produce completed vehicles do so with both distinctively different hybrid systems as optional platforms. Will offers be accepted by vendors who can supply only one of the two noted optional systems? How should this be reflected on the price submission pages?

RESPONSE: *See IFB document revision above. Pursuant to the IFB document revisions above, Option (14) and Option (15) will now be offered under separate and distinct vehicle classifications, and will not overlap as part of the Grand Total Bid Price.*

Page 41, OPTIONAL EQUIPMENT, Fare Box

Question: This is very vague. Please specify a reference model.

RESPONSE: *Comparable to the Genfare “CENTSaBILL” model, or approved equal, with 3 height options, with small footprint and accepting of coins, bills, and swipe cards as specified. Fare box should have the capability through option to expand to smart card if desired.*

Page 42, OPTIONAL EQUIPMENT, Electronic Signs

Question: Request that you accept front sign with 14 rows x 108 columns and side sign with 14 rows x 72 columns. Specifications are enclosed as Exhibit 12. These are excellent signs, reasonably priced, easy to program and we believe more appropriate for these type of buses.

RESPONSE: *Approved.*

Question: For units Type I, II and III please approve a side sign that will be 14 row by 72 columns due to the size limit of the side window available for installation on the smaller buses. The front sign will be in compliance with the specification. In a sign the rows equate to height and the columns equate to width. All are fully ADA Compliant.

RESPONSE: *Approved.*

Pages 43-90, Bid Forms

Types I, I-A, II, III, IV & VI

Question: Is Ultra-capacitor Hybrid Propulsion System OEM manufacturer Certification of Option (15) vehicle provided? Please delete this from the Type I & I-A bid pages – not applicable.

RESPONSE: *Answer N/A, as provided.*

Question: The GVWR shown for the chassis shown on page 33 is correct (10,050), when restated on page 43 it is incorrect (10,700). GVWR for the Type I SRW should be shown as 10,050 lb. GVWR.

RESPONSE: *See IFB document revision above to reflect the correct 10,050 GVWR specification.*

Question: What is meant by “Is Wheelchair Lift on optional bus the same as base item?”

RESPONSE: *This is only applicable to the Type IV vehicle classification. Write “N/A” for all other vehicle classifications in response.*

**GROUP 40523 – BUSES (Transit), ADULT PASSENGER (2012 Model Year & Newer)
(DOT- FTA & Others)**

Solicitation Questions (continued)

Question: What is meant by “Are tires on optional bus the same as base item?”

RESPONSE: *This is only applicable to the Type IV vehicle classification. Write “N/A” for all other vehicle classifications in response.*

Question: In the middle of the wheelchair lift option is a line for “Air Ride Suspension”, which appears to be there in error. Please clarify. The line also shows up on the other pricing pages.

RESPONSE: *Enter “N/A”.*

Question: The questionnaire is asking for information about the air brakes, which is not a requirement on Type 1 buses. Please delete. This line also shows up on the other pricing pages for categories that do not require air brakes.

RESPONSE: *Enter “N/A”.*

Question: Please delete the requirement for Side Impact documentation. This goes back to the FMVSS 214 issue.

RESPONSE: *See IFB document revisions above.*

Page 104 & 105, FEDERAL GOVERNMENT REQUIRED CLAUSES (FTA)

Question: Please confirm whether a 100% performance/payment bond is required for this bid. This will allow proper costing of our proposal.

RESPONSE: *Not required.*

Question: Please confirm whether a 100% warranty of the Work and Maintenance bond is required for this bid. This will allow proper costing of our proposal.

RESPONSE: *Not required.*

APPENDIX B

Appendix B, Item 58, PERFORMANCE/BID BOND

Question: Please advise the circumstances under which a performance bond would be required.

Response: *In most cases, a performance/bid bond would be required when the authorized contract user reviews the contractor’s financial standing prior to placing an order and determines a need to shield itself from additional expense.*

Appendix B, Item 79, PRODUCT ACCEPTANCE

Question: Please confirm that buses will not be placed in revenue service until they have been accepted.

RESPONSE: *Confirmed.*

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