APPENDIX D

Transit Agency Address/Phone Numbers

7/3/2008

Transit Agency Address/Phone Numbers

Lenawee

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Adrian Dial-A-Ride
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Allegan

MR. DANIEL WEDGE
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Allegan

MS. WENDY ADRIANSON
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Allegan, MI 49010

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Gratiot

MR. RANDY SUMNER
Alma Dial-A-Ride
City of Alma Transit Center, 219 N. State Street, PO Box 278
Alma, MI 48801-0278

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Alger

MS. ROCHELLE COTEY
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Kent

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Grand Rapids, MI 49503

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Muskegon

MS. LOIS BRINKS
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7/3/2008

Transit Agency Address/Phone Numbers

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Kent

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Houghton

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Baraga

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7/3/2008

Transit Agency Address/Phone Numbers

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7/3/2008

Transit Agency Address/Phone Numbers

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Berrien

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7/3/2008

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7/3/2008

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7/3/2008

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7/3/2008

Transit Agency Address/Phone Numbers

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7/3/2008

Transit Agency Address/Phone Numbers

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Lapeer

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Lapeer

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7/3/2008

Transit Agency Address/Phone Numbers

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7/3/2008

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Kent

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7/3/2008

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Washtenaw

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7/3/2008

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7/3/2008

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7/3/2008

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7/3/2008

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7/3/2008

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Saginaw

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7/3/2008

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Kent

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7/3/2008

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7/3/2008

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APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

1. **Q: Will the State consider including the Azure Dynamics Hybrid Electric Drive system as an option for this RFP? Or any hybrid vehicles?**

A: MDOT is not considering a hybrid option at this time.

2. **Q: <u>Pg 55, Terms & Conditions, Section 2.243 Liquidated Damages</u> - In the first paragraph, we agree with the intent of this section and the penalty of $100 per day for late or improper completion of work. However, please delete the additional $5000 penalty clause. We believe this amount to be excessive and well beyond the reasonable "loss and damage" an agency could suffer. This appears to be a penalty amount that is found in construction type contracts.**

A: Section 2.243 Liquidated Damages has been replaced with the following language:

D. The Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies and the Contractor hereby agree to the specific standards set forth in this Contract. It is agreed between the Contractor and the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies that the actual damages to the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies as a result of Contractor's failure to provide promised services would be difficult or impossible to determine with accuracy. The Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies and the Contractor therefore agree that liquidated damages as set out herein shall be a reasonable approximation of the damages that shall be suffered by the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies as a result thereof. Accordingly, in the event of such damages, at the written direction of the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies the indicated amount as liquidated damages, and not as a penalty. Amounts due the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies as liquidated damages, if not paid by the Contractor within fifteen (15) days of notification of assessment, may be deducted by the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies from any money payable to the Contractor pursuant

to this Contract. The Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies will notify the Contractor in writing of any claim for liquidated damages pursuant to this paragraph on or before the date the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies deducts such sums from money payable to the Contractor. No delay by the Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies in assessing or collecting liquidated damages shall be construed as a waiver of such rights.

E. The Contractor shall not be liable for liquidated damages when, in the opinion of the M Michigan Department of Transportation, Bureau of Passenger Transportation; Authorized Local Units of Government, and Public Transit Agencies, incidents or delays result directly from causes beyond the control and without the fault or negligence of the Contractor. Such causes may include, but are not restricted to, acts of God, fires, floods, epidemics, and labor unrest; but in every case the delays must be beyond the control and without the fault or negligence of the Contractor.

F. Liquidated damages will be assessed as follows:

If the contractor does not deliver the vehicle/s, ready for use on or before the scheduled delivery date, the contractor shall pay to the State and/or Local Unit of Government, as fixed and agreed, liquidated damages, for each calendar day between the delivery date specified and the date of final delivery, but not more than 30 calendar days in lieu of all other damages due to such non-delivery, an amount of 1/10th of 1% of the Purchase Order/Departmental Contract Release Form unit cost per vehicle.

If some, but not all, of the vehicle/s described in the Purchase Order/Departmental Contract Release Form are delivered ready for use, by the scheduled delivery date, liquidated damages shall not accrue against the vehicle/s delivered.

If the delay is more than thirty 30 calendar days, then by written notice to the Contractor, the State and/or Local Unit of Government may terminate the right of the contractor to deliver, and may obtain substitute vehicle/s. In this event, the Contractor shall be liable for liquidated damages in the amounts specified above until acceptable substitute vehicle/s are delivered, ready for use, or for 30 days from the scheduled delivery date, whichever occurs first.

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3. **Q: <u>Pg 55, Terms & Conditions, Section 2.243 Unauthorized Removal</u> - Please delete paragraphs 2, 3 and 4 of section 2.243. This also appears to be a penalty clause more typical of construction contracts. We have never seen a clause of this type in any other state contracts for similar products.**

A: This language has been deleted and replaced by the revised language in the answer to question # 2.

4. **Q: <u>Page 1, Specifications, Section I, Weight Calculation</u> - In the 4th paragraph, please delete the statement about not exceeding 95% of front and rear spring capacity for the following reasons: 1.) Ford QVM does not require this, 2.) Ford and Chevy have safety factors already built into their designs. Adding a 95% limitation is adding a safety factor on top of a safety factor. 3.) Michigan is the only state we are aware of that has this requirement.**

   A: This specification will <u>not</u> be deleted and will remain as specified.

5. **Q: <u>Page 1, Specifications, Overall Length of Single Wheelchair Buses</u> - In the 4th paragraph, it is requested that single wheelchair buses not exceed 21' 11" in length (measured bumper to bumper excluding the energy absorbing portion of the bumpers) in order to meet ADA requirements. This would apply to floor plans B and D. But as you can see from the attached floor plans, it is not possible to meet this requirement. Part of the reason is that the front end of the Ford chassis grew almost 5" in 2008. Drawings are attached of the 2007 and 2008 Ford chassis for reference. The overall length is also driven by the five (5) rows of seats on the street side with 27" hip-to-knee spacing. To keep these floor plans under the ADA requirement, a row of seats will need to be removed, or the hip-to-knee spacing would have to be decreased considerably, coupled with other changes such as deleting the top grab handles from the foldaway seats so they don't hit the seats in front of them when folding, and possibly decreasing the 54" L-track spacing.**

A: In Appendix B, Small Bus Specifications, page 48, delete floor plan D in the specifications. Floor plan B will remain as specified. Also, on the Cost Model sheet, remove "D" under "passenger seats with vinyl seat covers." Add the quantity of 10 to "B" bringing the total to 38. Also, on the Cost Model sheet, remove "I" under "passenger seat with fabric seat covers." Add the quantity of six (6) to "G" bringing the total to 21. These items have been crossed on the cost model sheet and a revised one is attached to show the deletions. Please complete this revised version of the cost model and include in your bid submittal.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

6. **Q: <u>Page 4, Section B.1.f., Fender Splash Guards</u> - In lieu of rubber fender splash guards, please accept our standard mud flaps on the front and rear wheel openings. In addition, our rear wheel openings are enclosed in a custom formed, highly-flexible and durable plastic material called TPO as seen in the attached photo. This material is scratch and dent resistant, even in cold temperatures.**

   A: This specification will remain as specified.

7. **Q: <u>Page 8 and 26, Section E.1.and I., Door Latches</u> - In lieu of South Co brand latches, please accept our standard latch. We use a simple and reliable, quarter-turn thumb latch device, as seen in the attached literature, for all our compartment doors.**

   A: This specification will remain as specified.

8. **Q: <u>Page 8, Section E. 2., Interior Panels</u> - Please also accept our standard, padded light gray vinyl as an acceptable interior material for the modesty panels, door headers (for head protection), and in the driver's cab area for sound absorption. This material is durable, easily cleanable, and repairable if damaged. Sample available upon request.**

   A: This specification will remain as specified.

9. **Q: <u>Page 9, Section F. 4.,</u> Wheelchair Area Flooring - Please accept <u>ribbed</u> rubber flooring in the wheelchair area for added protection against slipping.**

   A: This specification will remain as specified.

10. **Q: <u>Page 15, Section P.4.a.7., Seat Material -</u> Please be advised that CMI Nanocide Dimensions is a vinyl fabric, and does not meet Federal Register dated October 20, 1993. This product should be deleted from the bid spec.**

    A: The reference to CMI Nanocide Dimensions is deleted from the specification. All other sources remain as specified.

11. **Q: <u>Page 16, Section P.5.a., Retractors</u> - Please delete the word "emergency" from the description of locking retractors. Emergency locking retractors are not commonly used in bus seats, except for the driver's position. They cannot be used to secure child seats.**

    A: This specification will <u>not</u> be deleted and will remain as specified.

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12. **Q: Page 17, Section Q.7., Entrance Step Guardrail - The first sentence of the section asks for a horizontal guardrail on the right side of the entrance steps. The previous paragraph asks for an entry handrail running parallel to the steps on the right side of the entrance steps. Please accept that this parallel handrail on the right side will also serve as a guardrail.**

    A: This specification will remain as specified**.**

13. **Q: Page 17, Section Q.7, Wheelchair Modesty Panel - In addition to the description provided for the modesty panel behind the chair lift, please also accept our standard design that extends the padded-vinyl panel full height.**

    A: This specification will remain as specified**.**

14. **Q: Page 20, Section W, Paint - When optional painting is called for, such as painted stripes or full-body color other than white, please accept that the painting is done at a specialized supplier at an off-site location, and as such the body must be complete with all body mounted accessories (rubrails, fenders, lights, etc) in place. Care will be taken to professional mask-off any components not to be painted.**

    A: This specification will remain as specified

15. **Q: Page 25, Section I, Battery - Delco is the brand name of batteries used by GM. Please also accept the standard Ford Motorcraft brand batteries rated at a minimum of 650 CCA each.**

    A: Alternate batteries will be accepted if they meet or exceed the specifications.

16. **Q: Page 26, Section K, Alternator - Ford now offers a 195 amp OEM alternator on its gas engine chassis. Please accept this alternator's rating in lieu of 200 amps.**

    A: A Ford extra, heavy-duty 195 amp alternator is acceptable providing it meets or exceeds the bus's electrical specifications.

17. **Q: Page 27, Section P., Hazard Flasher - Please accept the Ford OEM hazard flasher in its standard location. Ford has upgraded the hazard flasher in 2009 to a transistorized assembly and is now a part of its "Smart Box" module.**

    A: This specification will remain as specified**.**

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18. **Q: <u>Page 31, Section B.1., Lift Circuit Breaker</u> - Because the batteries are mounted in a slide out tray, please accept that the lift circuit breaker is also mounted in the slide out tray (in lieu of under the hood) since it has to be close to the batteries.**

    A: This specification will remain as specified.

19. **Q: <u>Page 31, Section B.4, Fuses</u> - In second sentence, please delete "…when expressly required by the component manufacturer". Several manufacturers use blade type fuses as standard. See attached information on the type of system we use.**

    A: This specification will <u>not</u> be deleted and will remain as specified.

20. **Q: <u>Page 31, Section B.7, Quiet Switch</u> - Please accept an alternative location for the "Quiet Switch", located in the base of the driver's seat, out of the way so it cannot be accidentally activated. This is a heavy-duty rotary style switch with a heavy electrical cable running to it, and doesn't fit in the driver's control panel very well.**

    A: This specification will remain as specified.

21. **Q: <u>Page 24, Section A.1.5., AC Fittings</u> - In lieu of EZ Clip or Quick Clik, please accept our standard ATCO Air-O-Crimp system of hoses and fittings for the AC system, as described in the attached literature. This is the system recommended by Pro-Air, our AC installer.**

    A: This specification will remain as specified.

22. **Q: <u>Page 35, Section C., Cold Climate</u> Package - In the first sentence, please define "Cold Climate Package".**

    A: As specified – block heater with cord and covered receptacle. Contact chassis manufacturer for further information.

23. **Q: <u>Page 37, Section H, Engine Shutdown System -</u> To the best of our knowledge, there is no commercially available engine shutdown system for the Ford gasoline engine.**

    A: This specification will remain as specified.

24. **Q: <u>Page 41, Section A.6, Manual</u> - Please define what is a "drivability and emissions manual".**

    A: The Drivability and Emissions manual could also be referred to as a diagnostic manual. These manuals show vehicle diagnostic procedures for a diagnostic trouble code (DTC) through diagnostic charts and functional checks. Many of the chassis manufacturers publish this manual.

APPENDIX E

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25. **Q: <u>Page 43, Section C, Air Conditioning Certification</u> - In lieu of an independent agency, please allow the AC testing to be performed by the AC manufacturer in their facility designed for this type of testing.**

    A: This specification will remain as specified.

26. **Q: <u>Page 43, Section D, Heating Certification</u> - Please clarify whether both pilot buses (a gas model and a diesel model) will need to be tested, and that all vendors will have to perform the same testing. The testing is elaborate and will need to be conducted in a very specialized facility at considerable expense.**

    A: Only the diesel bus is required to be tested. All vendors are required to perform this test.

27. **Q: 1) Section VI.A OPTION A ONLY – AIR CONDITIONING SYSTEM: Sub-section 3. – "*The condenser coil shall be copper tube..*" Carrier's new Microchannel condenser coil consists of ALUMINUM tubing which is superior in heat transfer (more primary surface area), and corrosion resistance (due to the removal of the galvanic couple and the inclusion of the zinc plasma coating) to the specified copper tubing. CTD will require an exception to this wording and requests the inclusion of: "copper *or aluminum* tube…" into the specification.**

    A: Aluminum is acceptable. The sentence shall read: "The condenser coil shall be a copper or aluminum tube expanded into aluminum fins and vinyl-coated."

28. **Q: <u>Clarification requests are as follows: Sub-section 2.- Compressor ; Sub-section 3.- Condenser, and Sub-section 4.a.- Evaporators</u>: Please change the listed suggested source company name from A.C. Industries to Carrier Transicold. A.C. Industries was purchased by Carrier Corporation in 1991.**

    A: All references to A.C. Industries shall be changed to Carrier Transicold.

29. **Q: <u>OPTION B- Sub-section 2.-</u> If we provide our new model K- 410 roof mounted condenser; which is only 5.71" high vs. our old KR- 3 model which is 10.58" high, do we still need to bid a separate branch guard?**

    A: Yes, a separate branch guard is required.

30. **Q: As most of the State of Michigan representatives know that have worked with us on previous contracts, we have complied with the requirement to establish a:**

    "factory dealer with repair facilities and personnel in Michigan, or may be a factory dealer…" [See page 37 Section 2.111 Inspection of Work Performed, page 1 Para. I Purpose of Specifications and various other locations in RFP].

31. **However, in light of recent federal law we respectfully request that Michigan reconsider and delete any requirement from the terms and conditions and evaluation process in this solicitation for an in-state dealer. Provided for your convenience we submit an excerpt from the new SAFETEA legislation that**

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President Bush recently signed into law. The requirement for an in-state dealer is addressed in Section 5325. Contract requirements and reads in part:

"(h) GRANT PROHIBITION.—A grant awarded under this chapter or Federal Public Transportation Act of 2005 may not be used to support a procurement that uses an exclusionary or discriminatory specification.

(i) BUS DEALER REQUIREMENTS.—No State law requiring buses to be purchased through in-State dealers shall apply to vehicles purchased with a grant under this chapter."

A: Delete the following sentences from the RFP document, Section 2.111:
"Final inspection will be made at a Michigan location. The successful contract shall have a factory dealer with repair facilities and personnel in Michigan, or may be a factory dealer with repair facilities and personnel in Michigan capable of handling final inspections, corrections, and warranty follow-up."

In Appendix B, Small Bus Specifications, delete the following sentences from page 1, Section I, Purpose of Specifications, paragraph 3:

"The bidder shall have a factory dealer with repair facilities and personnel in Michigan or the bidder may be a factory dealer with repair facilities (including a bus lift) and personnel in Michigan. Any in-state facility shall be capable of handling final inspection and corrections required by the State prior to acceptance of the buses after a contract is awarded."

32. **Q: Liquidated Damages: We request that liquidated damages be deleted from this contract. Liquidated damages increase the risk and thus can impact the final price of the buses to the State of Michigan. The Federal Transit Administration discourages the use of liquidated damages unless a quantifiable loss can be calculated. We have not seen the extent of damages specified in these procurement documents before where this a large lump sum and an additional daily charge. Please delete the requirement for liquidated damages. This section is found on page 55 Section 2.243 and referenced elsewhere in the procurement documents.**

A: Please refer to the answer to Question #2.

33. **Q: 3.031 Reciprocal Preference [page 65] [and elsewhere in the procurement documents]: Please note that the Federal Transit Administration prohibits geographic preference for the acquisition of buses when federal funds are involved. Reciprocal preference should not be a factor in our case since our corporate offices are located in the State of New York and our Midwest office is located in Ohio and preference is not granted or practiced in the States of New York or Ohio. Please note that the State of Indiana where some of our competitors and their bus manufacturers may be domiciled do encourage geographic preference. Go to this web link to review the Buy Indiana Initiative http://www.in.gov/idoa/2736.htm.**

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A: Per the FTA, in-state or local geographical preferences in the evaluation of bids or proposals shall be excluded except in those cases where applicable Federal statutes expressly mandate or encourage geographic preference. Therefore, in the RFP document Section 3.031 Reciprocal Preference is deleted.

34. Q: 3.032 Qualified Disabled Veteran Preference page 65 [and elsewhere in the procurement documents]: This provision appears to be a State of Michigan and not a federal provision. Because the FTA in most cases will provide up to 80% of the funding for bus purchases, we request that this provision be deleted from the procurement. While we appreciate all that our veterans have done for us and this country's freedom, we do not believe that allowing a bidding preference meets the spirit of: a maintaining a level playing field in free and open competition, FTA regulations against bidding preferences, nor does it ensure the best price to Michigan customers.

A: This is not a State or local preference. This preference applies to a bidder's status and is not a geographical preference. This section will not be deleted.

34. Q: I. PURPOSE OF SPECIFICATIONS [page 1]: 5-years/150,000 miles. The Phoenix model bus we are proposing was tested at Altoona using the 7-years/200,000 miles criteria in November 2007. The FTA has ruled that a bus model that has been tested at a higher mileage and time interval is acceptable and will not impact the funding replacement cycle. Provided below are excerpts from and two FTA web links:
http://www.fta.dot.gov/funding/thirdpartyprocurement/faq/grants_financing_6087.html
http://www.fta.dot.gov/funding/grants/grants_financing_7706.html

a. Under Subpart B 665.11 Testing Requirements (5)(f) states that ....."the use of a bus model in a service application higher than it has been tested for may make the bus subject to the bus testing requirements".

Does this mean that even though a bus fits into the testing category of 4 year/ 100,000 mile by definition, If MDOT requires a minimum service life of 5 years/150,000 miles.....must the bus be tested in that category?

0 Bus manufacturers self-select which service life category they test their buses in. However, FTA funds may not be used to procure a bus in an application requiring a higher service life category than the highest service life category in which that bus has been tested. For example, if a bus has been tested in the 7-year category, it may be sold using FTA funds in the 7, 5, and 4-year categories, but it may not be sold using FTA funds in the 10 or 12-year service life categories."

1 b. Who determines the useful life standards for transit vehicles, and where can this information be accessed? For subrecipients of Section 5310 and 5311 funds, the useful life of vehicles is determined by the State Agency. This information should be contained in each State's Management Plan.

2 For direct recipients of Section 5309 and 5307 funds, FTA determines the useful life of vehicles.

FTA minimum normal service lives for buses and vans are:
Large, heavy-duty transit buses (approximately 35'-40', and articulated buses): at least 12 years of service or an accumulation of at least 500,000 miles.

Medium-size, heavy-duty transit buses (approximately 30'): 10 years or 350,000 miles.

Medium-size, medium-duty transit buses (approximately 30'): 7 years or 200,000 miles.

Medium-size, light-duty transit buses (approximately 25'-35'): 5 years or 150,000 miles.

Other light-duty vehicles, such as small buses and regular and specialized vans: 4 years or 100,000 miles."

A: **A 7-year/200,000 mile bus is acceptable and can be submitted for bid.**

35. **Q: I. PURPOSE OF SPECIFICATIONS [page 1] second paragraph: Please change the requirement from requiring a "quick title" to providing a "manufacturer's statement of origin". A quick title may only be issued by a dealer in the State of Michigan. FTA regulations prohibit the requirement of specifying an in state dealer. Please see references above in earlier request.**

    A: This specification will remain as specified. Quick (instant) titles can also be issued at designated State of Michigan Secretary of State branch offices. Please refer to the website link below:

    http://www.michigan.gov/sos/0,1607,7-127-1585-76317--,00.html

36. **Q: Paragraph b, Page 3 & M. Undercoating/Rust proofing page 12 [corrosion protection]: Our standard body construction includes undercoating that meets Ford QVM standards including the exposed sub-floor and body structure. All exposed and concealed structural steel body members are galvanized steel and body skins utilize galvanealed steel. We request that our standard construction be accepted as the corrosion resistant coating required in this paragraph.**

    A: This specification will remain as specified. Corrosion problems are an issue with Michigan transit agencies.

37. **Q: Paragraph c, page 3, stainless steel door frame: We request approval of our standard door frame which is constructed of galvanized steel, primed and painted white.**

    A: This specification will remain as specified. Only stainless steel is accepted due to past corrosion problems.

38. **Q: Paragraph f, page 4: Our standard bus comes with rubber fender splash guards on rear wheel openings. Ford does not offer standard rubber fender splash guards on the front wheel openings with their cutaway chassis. We do install front mud flaps that serve as splash guards against tire spray. We request that the requirement for front rubber fender splash guards that cover the wheel well perimeter be deleted or clarified that mud flaps are acceptable.**

    A: This specification will remain as specified.

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ADDENDUM #3 – QUESTIONS AND ANSWERS

39. **Q: C. Passenger Door, Para. 1, page 7: We request approval to provide our standard door frame which is constructed of galvanized steel, primed and painted white, in lieu of stainless steel.**

    A: This specification will remain as specified. Only stainless steel is accepted due to past corrosion problems.

40. **Q: C. Passenger Door, Para. 2, page 7: In lieu of a "hinged access door we request approval to provide our standard closure panel at the entrance door header for accessing the door motor and linkage. The panel can be removed totally for ease of access and is secured in place by automotive grade fasteners that can be removed without hand tools.**

    A: This specification will remain as specified**.**

41. **Q: C. Passenger Door, Para. 2, page 7: We request in addition to Excell and Vapor that the Coach & Equipment [C&E] and A&M electric door operators be accepted as equal. The C&E is our own design. The A&M door operator can be viewed at this web link http://www.anmsystems.com/electric.htm.**

    A: Yes, A&M Door Systems are acceptable. The Coach & Equipment door is not acceptable.

42. **Q: C. Passenger Door, Para. 3, page 7: Please accept our standard front door toggle switch that meets these specifications in every regard except that it is not a different color. It is clearly identified and labeled.**

    A: This specification will remain as specified.

43. **Q: D. Passenger Step well, page 7: We request approval to provide our standard galvanized steel step well in lieu of stainless steel.**

    A: This specification will remain as specified. Only stainless steel is accepted due to past corrosion problems.

44. **Q: E. Interior, Para. 1, Page 8: In lieu of South CO Model #M1-61-1 latch, we request approval to provide our standard latch to hold the door positively closed. There are two [2] metal, knurled dial handles that can be turned/tensioned to tighten down the door. See photo below of compartment with two knobs.**

    A: This specification will remain as specified**.** The State has received complaints from transit agencies over the use of knurled dial handles as they had problems closing the door.

45. **Q: E. Interior, Para. 2, Page 8: We request approval to offer our standard "white" FRP interior bus body walls skins, in lieu of the light grey color requirement.**

    A: This specification will remain as specified.

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46. **Q: F. Flooring, Para. 4, page 9: We request approval of our standard flooring design where the RCA rubber floor meets the side wall at floor level in lieu of the design used by our competitor where the flooring extends up the sidewall to the seat rail. Our flooring is properly sealed and trimmed to make a water tight transition.**

    A: This specification will remain as specified.

47. **Q: F. Flooring, Para. 8, page 9: Due to changes on the Ford Chassis for model year 2009 we will "NOT" be able to offer a fuel sender access panel in the floor. Ford has moved the gas tank and fuel sender directly between the frame pucks for mounting cross members. We would be in violation of Ford QVM if we were to change the cross member mounting points. Please delete this requirement.**

    A: The State verified this change with Ford Motor Company. The access panel to the fuel tank sending unit can be removed; however, bidders are still required to provide an access panel to the reservoir fill/check areas.

48. **Q: G. Emergency Exits, Para. 2, page 9 & 10: We request approval of our standard galvanized steel door frame in lieu of stainless steel. Our emergency door design has evolved over the last several years to include new hinges, seals and construction to ensure proper corrosion protection.**

    A: This specification will remain as specified. Only stainless steel is accepted due to past corrosion problems.

49. **Q: K. Mud Flaps, page 11: We request approval to provide our standard front and rear mud flaps that do not include the inverted "T" bracket. We also request approval of our standard design which includes rear body but not front chassis wheel well rubber fender splash guards [see earlier request regarding splash aprons].**

    A: This specification will remain as specified.

50. **Q: N. Paragraph 1. Interior Mirror, page 12: Please accept our standard interior "convex mirror" which exceeds the 4" x 12" minimum requirements in lieu of the specified "flat mirror".**

    A: This specification will remain as specified.

51. **Q: 1. Driver's Seat, page 13: Please confirm that the Ford OEM driver's seat is also acceptable.**

    A: Yes, a Ford OEM driver's seat is acceptable if it meets or exceeds the RFP specifications.

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52. Q: 4. All Seats, page 14: To minimize misinterpretation please clarify what Level [Ex. 1, 2, 3, 4, 5, 6] fabric, cloth and vinyl, Michigan requires. It is our interpretation of these specifications that Level 4 Docket 90 fabric for the vinyl seats is required and that the seat bottom and back must be fully encapsulated. However, we have two concerns with this specification. We are told by our seat supplier that the CMI Dimensions cloth fabric specified does not meet Docket 90 as your specification requires. Synergy Level 6 cloth does meet Docket 90. Also, we wish to clarify that it is customary for the seat manufacturer to use its standard encapsulation backing fabric underneath the seat cushion bottom to completely enclose the cushion instead of using the same material all the away around the seat cushion. We request approval to provide standard Docket 90 seat backing material for encapsulation. Please confirm or clarify.

A: The reference to CMI Nanocide Dimensions is deleted. Yes, Synergy Level 6 is acceptable if it meets or exceeds specifications. Yes, the State will accept the manufacturer's standard encapsulation backing fabric underneath the seat cushion if it meets or exceeds Docket 90.

53. Q: 8. Exterior Lighting, Para. 2, page 18: Please accept our C&E standard license plate light in lieu of the specified Peterson Model M143C-MV with Peterson Model 150-40 bracket.

A: This specification will remain as specified.

54. Q: 8. Exterior Lights, Para. 3 Marker Lights, page 18: Please accept our standard armor protected LED oblong marker lights in lieu of the 2" diameter specified lights. Please see photo below.

A: This specification will remain as specified.

55. Q: 8. Exterior Lighting, License Plate Mounting Para. 7, page 18: Please accept our standard license plate mounting. See photo above in request 20.

A: This specification will remain as specified.

56. Q: U. HVAC, Rear Heater Para.3, page 19: Please accept our standard floor mounting arrangement of rear heater in lieu of requiring rubber or nylon insulators between the mounting base and the bus floor. See photo below.

A: This specification will remain as specified.

57. Q: U. HVAC, Rear Heater Hose Paras.4 & 7, page 19 & 20: In lieu of EPDM material hose, please accept our automotive grade rubber heater hose that does not require insulation and has sufficiently inherent insulating properties to not require an additional level of insulation as required in paragraph 7.

A: This specification will remain as specified.

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58. **Q: U. HVAC, Rear Heater Shut Off Valves Para.5, page 19: Please accept our standard shut off valve location. Valves are accessed from underneath the vehicle inside the frame rail about two feet behind the driver's seat mounting location.**

    A: This specification will remain as specified.

59. **Q: V. Windows, Para. 1, page 20: Please accept our standard windows which meet all applicable FMVSS requirements for automotive safety glass. We are not clear what is meant by "double density". Our windows are upper "T" sliders and are a single pane thick. Please also accept our driver's right side window which is single piece automotive safety glass meeting specifications but is not provided by Hehr or Kinro.**

    A: This specification will remain as specified. Please contact the glass manufacturer as referenced.

60. **Q: W. Paint: Please accept our white bus paint process as meeting the requirements of this entire section. We believe our process exceeds these requirements. Our paint process is described in a narrative enclosed with these requests.**

    A: This is acceptable if it meets or exceeds specifications.

61. **Q: X. Insulation, Para.1: Our passenger and driver floor areas are not insulated. Our entire bus has an R7 insulation rating. Our floor structure consists of a metal belly pan, overlaid with ¾" plywood and then the floor covering material. Please approve.**

    A: This specification will remain as specified.

62. **Q: Y. Type I Lift, Door Frame Para.3, page 22: We request approval of our standard galvanized steel door frame in lieu of stainless steel.**

    A: This specification will remain as specified. Only stainless steel is accepted due to past corrosion problems.

63. **Q: I. Battery, page 24 & 25: We request approval to provide:**

    a. **Two [2] Ford chassis OEM fully charged batteries in lieu of the specified Delco batteries, and**
    b. **Our gasoline powered bus one battery is located under the hood in the engine compartment and the other in the skirt mounted battery box in a stainless steel roll out tray, in lieu of both batteries in the skirt mounted battery box. For the diesel engine bus both batteries are located in the skirt mounted battery box with stainless steel slide out tray.**
    c. **The inside of our battery box is painted galvanized steel in lieu of being covered with an insulating material.**
    d. **Out standard D Ring pull style battery compartment door latches in lieu of the specified SouthCo Model #M1-61-1. See photo below.**

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A: a. Please refer to the answer for Question #15.
b. This specification will remain as specified. All batteries are to be located in the stainless steel slide-out tray.
c. This specification will remain as specified. Only stainless steel is accepted.
d. The specification for latches will remain as specified.

64. Q: J. Battery Cable and Grounds, page 25: We request approval of our standard cabling and grounding which meets the intent of these specifications and as provided in previous contracts. A description of our electrical system is enclosed with these requests. We are able to provide detailed wiring diagrams upon request.

A: This is acceptable if it meets or exceeds specifications.

65. Q: K. Alternator, Page 26 & 27: We request approval to provide a 195 Amp alternator that will meet the power requirements of this bus as specified. Effective with model year 2009, Ford introduced a high capacity 195 amp alternator compatible with the 6.8L gasoline engine that is warranted by Ford. Requiring a 200 Amp alternator would require bidders to use an aftermarket alternator. Reducing the requirements for the alternator by 5 amps gives them the full coverage of the ford bumper to bumper warranty.

A: Please refer to the answer to Question #16.

66. Q: L Fast Idle, Page 27: We propose to offer the InterMotive AFIS listed in the specifications. Please note that this system does not include a manual switch as specified but is instead fully automatic.

A: This is acceptable if it meets or exceeds specifications.

67. Q: O. Hazard Flasher, page 27: We request approval to provide the Ford chassis standard location on the column and Ford OEM flasher in lieu of the specified dash location and suggested sources.

A: Please refer to the answer to Question #17.

68. Q. Suspension, MorRyde Para.2, page 28: Please delete the requirement for an aftermarket add on rear suspension system and accept the Ford OEM suspension system. We are experiencing an inordinate number of warranty claims when using any of the aftermarket add-on rear suspension systems that offer little if any advantage in ride quality. To assist with load leveling of the vehicle we are able to offer in lieu of an after market rear suspension system, our C&E spacer block that is added to the lift side of the buses rear suspension.

A: This specification will remain as specified.

69. Q: S. Wheels, page 28: Please accept Ford OEM standard valve stems in lieu of the stainless or brass specified.

A: This specification will remain as specified.

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70. **Q: W. Radiator and Cooling System, page 28: Please accept the standard cooling system that comes on the Ford OEM chassis which is a belt driven fan, in lieu of a clutch-type fan.**

    A: This specification will remain as specified.

71. **Q: B. Electrical, Lift Protection Para. 1, page 31: Please accept our fuse protected lift circuit in lieu of requiring a manual reset circuit breaker. This fuse is located in the battery box and not under the hood.**

    A: This specification will remain as specified.

72. **Q: B. Electrical, Panels Para.4, page 31: We do not use the RC Tronics system. Our electrical engineers have designed our own electrical system. Please see an explanation of our electrical system attached.**

    A: Yes, if it has a lifetime warranty and meets or exceeds specifications, then it is acceptable. The RC Tronics system has a lifetime warranty.

73. **Q: B. Electrical, Panels Para.7, page 31: We do not use a constant solenoid or a master switch in our electrical system. We request approval of our electrical system. See wiring diagrams attached. Please approve.**

    A: This specification will remain as specified.

74. **Q: Option F. Engine Shutdown System, page 37: We request that this requirement be deleted. The Murphy system is an aftermarket system not supported by the chassis OEM. The diesel engine has its own built in protection system that is standard on the Ford OEM diesel chassis.**

    A: This specification will remain as specified.

75. **Q: A. Vehicle Information Furnished, Para. 7 DVD, page 41: We request that this requirement be deleted.**

    A: This specification will remain as specified.

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76. **Q: B Manufacturer Quality Control: In this section of the specifications we appreciate that the ISO 9001:2000 Certification is cited as an example of a quality control program but is not a requirement. Our manufacturer is in the process of ISO certification. We estimate that it will take us approximately 9 - 10 months to receive our certification. Until then we will continue to use the excellent quality program that the State of Michigan has seen first hand in our most recent contract. Also, the fact that we are actively in the certification process and that we have such a high QVM rating from Ford indicates our commitment to quality. As you know ISO alone does not involve any judgment of a company's product quality -- only that the company has certain processes in place and are trying to follow their own processes, even if those processes are ineffective in assuring product quality. Many companies not certified by ISO build a much higher quality product, and just not have taken the time and gone to the expense of ISO certification. We shall submit our quality control plan with our bid.**
    A: The State has acknowledged your comment.

77. **Q: This letter is being written to request an approved equal status for the A&M door actuator/control and the A&M door leafs. This change is being requested by ElDorado National as a result of Vapor Industries 2005 decision to eliminate the model that they had been providing to ElDorado National. This change was allowed for both of the following prior contracts and the product has performed well: Medium Duty Bus Contract No. 071B4200165 and Small Bus Contract No. 071B5200049.**

    A: Please refer to the answer to Question #41.

78. **Q: Pages 14 & 15 of the specification: The Specifications call for the seat foam to be encapsulated. Does the State require the bottom of the seat cushion to match the seat fabric or can a more cost effective material be utilized? If matching is required, this is an increased cost dependent upon which fabric/vinyl chosen.**

    A: Please refer to the answer to Question #52**.**

79. **Q: Pages 14 & 15 of the specification: This is just a point of clarification from Freedman regarding Section 4(a)(7) – CMI Nanocide Dimensions is a vinyl not fabric and is not Docket 90 material. This should be removed as a cloth suggested source according to Freedman Seating.**

    A: Please refer to the answer to Question #10**.**

80. **Q: Pages 14 & 15 of the specification: Is Synergy an acceptable D-90 fabric for this procurement? Supporting information attached.**

    A: Please refer to the answer to Question #52**.**

81. **Q: Page 17 of the specification: Does the State require LED interior courtesy lights?**

    A: Yes, LED interior courtesy lights are required.

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82. Q: This is a request for an approved equal status for the new Eldorado National battery box latches: Eldorado is continually making product improvements. Such is the case with our new Battery Box Latches. Part number is E3-57-52. Our new latches are still a SouthCo product as stated in the specification, however the new latches provide a superior functionality and longer life expectancy than the M1-61-1 due to the material used (Stainless Steel) and its corrosion resistant properties. We would like to request that the State specification include the new and improved latches we are now using as standard equipment on our buses as an approved equal.

A: This specification will remain as specified.

83. Q: Section VI.A OPTION A ONLY – AIR CONDITIONING SYSTEM:

a. Q: Sub-section 3: "The condenser coil shall be copper tube" Carrier's new Microchannel condenser coil consists of ALUMINUM tubing which is superior in heat transfer (more primary surface area), and corrosion resistance (due to removal of the galvanic couple and the inclusion of the zinc plasma coating) to the specified copper tubing. We will require an exception to this wording and request the inclusion of: "copper <u>or aluminum</u> tube…" into the specification. (supporting documentation attached)

A: Please refer to the answer to Question #27.

b. Q: Sub-section 2. – Compressor; Sub-section 3. – Condenser, and Sub-section 4.a. – Evaporators: change the listed suggested source company name from A.C. Industries to Carrier Transicold. A.C. Industries was purchased by Carrier Corporation in 1991.

A: Please refer to the answer to Question #28.

c. Q: OPTION B – Sub-section 2. – if we provide our new model K-410 roof mounted condenser; which is only 5.71" high vs the old KR-3 model which is 10.58" high, do we still need to bid a separate branch guard?

A: Please refer to the answer to Question #29.

d. Q: Section VII. C. Air Conditioning Certification: We are requesting that the State revise the requirement for an INDEPENDENT lab test for the heating/cooling in favor of one done at ENC or Carrier. This would provide a cost savings since an independent test costs approximately $5,000 and would require contracting, scheduling, etc with an outside firm which might hold up pilot completion/sign off.

A: This specification will remain as specified.

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84. Q: This is a request for clarification on Article 1.0708 Security: The driver security background check has not been a requirement in the past for the delivery of buses and represents a significant expense to the contractor. As the drivers are not entering government buildings/facilities, but simply delivering the vehicle(s), we are asking that the security background check requirements be waived.

A: Article 1.0708 Security has been deleted from the RFP document.

85. Q: Page 15, Section 1.062 Price Term: Will you consider an escalation clause on the body in addition to the changes in the chassis equipment? Prices have been extremely volatile recently and almost impossible to project. We ask that you consider an escalation clause based on the PPI that would allow a price adjustment after a period of time. Proposed language is attached for your consideration.

A: This clause will remain as stated.

86. Q: Page 41, Section 2.125 Equipment Warranty: The last paragraph notes that warranty work must be performed at a mutually agreed upon location. Please acknowledge that warranty work on the chassis has to be done at the chassis manufacturer's service center.

A: This is acceptable to the State.

87. Q: Page 1, Section I. Purpose: Will you consider allowing buses to exceed 95% of the spring capacity as long as the bus will not exceed the GAWR and GVWR of the chassis? Some of the seating plans will exceed the 95% of the spring capacity if all of the options were selected, however, the bus weights will not exceed either the GAWR or the GVWR limitations.

A: This specification will remain as specified.

88. Q: Page 1, Section I. Purpose: As chassis front ends have increased in length, seating plans B and D will exceed 21' 11", excluding the energy absorbing portion of the bumper. Will you accept these seat plans on longer buses, as long as two wheelchair securement spaces are provided? Sample plans are attached.

A: Please refer to the answer to Question #5.

89. Q: Page 3, Section B. Body Structure and Exterior Panels, sub-sections b, c, d, f, and h.:

a. We use both galvanized and aluminized steel in our structure. Is this acceptable?

A: This is acceptable if it meets or exceeds the specifications.

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b. **We request approval to coat only the welded areas of the structure with a corrosion resistant coating.**

   A: This specification will remain as specified.

c. **Box tubing used in our floor structure is either galvanized or aluminized on the interior. We request that this treatment be accepted in lieu of the coating requirements in Section II. M.**

   A: This specification will remain as specified.

d. **Will you accept our standard steel skin that is .020 (25-gauge) steel, two sides galvanized, in lieu of 20-gauge galvanized steel? The use of 20-gauge material will add unnecessary weight to the bus.**

   A: This specification will remain as specified. There have been issues with warping/bowing in the siding in the past.

e. **We use coated screws for fastener retention in panels and screws and battens on ceiling panels. Approval is requested.**

   A: This specification will remain as specified.

f. **We use self-threading screws to retain the rubrail and No. 8 plated, self-threading bolts for the splash guards. Is this acceptable?**

   A: Yes these are acceptable if it meets or exceeds the specifications.

g. **We request approval for a 3/16", +/- 1/16", frame clearance. This installation is acceptable to our window supplier.**

   A: This specification will remain as specified.

90. **Q: Page 7, Section C. Passenger Door, 2.: We request approval to provide a door system supplied by A&M. The system meets all specification requirements.**

    A: Please refer to the answer to question #41.

91. **Q: Page 9, Section Flooring, 4.: We haven't been able to develop a method of running the flooring up the rear wall that will look finished and seal properly in the corners. Therefore, we suggest stopping the flooring at the rear wall and using caulk to seal the area where the flooring meets the rear wall. An ABS trim strip would be used to finish the area and prevent water from reaching this area.**

    A: This specification will remain as specified.

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92. Q: Page 10. Section G. Emergency Exits, 2.: We request approval to provide a gas prop in lieu of a sliding door stop to maintain the door in the open position. Is this acceptable?

A: This specification will remain as specified.

93. Q: Page 10. Section G. Emergency Exits, 2.: We use a purchased door that has an FRP skin on both side of the door. Please approve.

A: This is acceptable if it meets or exceeds the specifications.

94. Q: Page 12. M. Undercoating/Rustproofing 2.: All box tubing will be either aluminized or galvanized steel on the interior and exterior. We propose this method of rustproofing in lieu of an alternate corrosion resistant material. Approval is requested.

A: This specification will remain as specified.

95. Q: Page 13. Section P. Driver's Seat, 1a: The driver's seat will be mounted on the chassis OEM seat base. We cannot modify the base, so it will provide the adjustments as supplied by the chassis manufacturer. Please acknowledge.

A: This is acceptable if it meets or exceeds the specifications.

96. Q: Page 15. Section 4. All Seats, (7): The suggested CMI Nanocide Dimensions is a vinyl that does not meet Docket 90. We propose to use LaFrance Synergy fabric which can be seen on the Freedman Seating Co. web site.

A: Please refer to the answer to question #10.

97. Q: Page 15. Section 4. C. Seats General, (2): Is the integrated child restraint to have two child restraints, or a single CRS and a companion seat?

A: The integrated child restraint has a single child restraint with a companion seat.

98. Q: Page 16, Section Q. Handrails, Stanchions, 1.: We propose to use fittings and brackets constructed of stainless steel rather than yellow coated steel. Please approve.

A: This specification will remain as specified.

99. Q: Page 18, Section S. Exterior Lighting: Please delete the requirement for voltage regulated lamps as this feature is only available from one of the suggested sources listed.

A: This specification will remain as specified.

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100. Q: Page 22. Section Lift, 6.: Is it your intent that manufacturer's are to provide a lift padding kit?

A: The State's intention is for the vendor to pad sharp corners and edges. If padding is needed, please do not cover the lift counter.

101. Q: Page 23, Section Lift, g.: A lift manufacturer has asked for clarification of the requirement for controls on a flexible, cut resistant cable. They offer a shielded pendant, but suggest using their standard (coiled) pendant. They will send a sample for review if you would like to evaluate this material.

A: A cut-resistant, coiled pendant is acceptable.

102. Q: Page 24, Section IV Chassis Specifications: We request approval to have the chassis pre-delivery inspection performed by our mechanic who is authorized by the chassis manufacturer to perform this inspection.

A: This is acceptable to the State.

103. Q: Page 24, Section A. Chassis: We request approval to provide a cutaway Shuttle Bus chassis.

A. This specification will remain as specified.

104. Q: Page 25, Section I. Battery:

a. We request approval to provide the chassis OEM batteries which have a combined CCA rating of 650 for the gas chassis and 750 for the diesel chassis.

A: This specification will remain as specified. The combined CCA rating is 1250 minimum.

b. We request approval to provide a battery tray as shown on the attached drawing, 0410430. Please advise if this meets your requirement for a "totally enclosed" compartment.

A: This tray is acceptable if its stainless steel and meets or exceeds specifications.

c. We request approval to provide our standard thumb locks.

A: This specification will remain as specified.

105. Q: 26, Section J. Battery Cable and Grounds.: In addition to the OEM chassis ground straps (engine and frame), we provide two gauge bonding grounds at the front and rear of our welded cage structure. This meets all grounding requirements necessary for this application. Approval is requested.

A: This is acceptable if it meets or exceeds specifications.

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106. Q: Page 27, N. Fuel Tanks: In lieu of a protective cage, we request approval to provide a tank that is inboard on the frame rails. Approval is requested.

A: This specification will remain as specified.

107. Q: Page 27, Section O. Hazard Flashers: We request approval for the chassis OEM flasher and control. It is both reliable, and covered by the chassis warranty.

A: Please refer to the answer in Question #17.

108. Q: Page 31, Section B. Electrical, 4.: We request approval to mount the heater module on the back of the electrical panel. It is easily accessible in this location.

A: This specification will remain as specified.

109. Q: Page 33. Air Conditioning System:

a. Our supplier has requested that the suggested source company name be changed from A.C. Industries to Carrier Transicold. Carrier purchased A. C. Industries.

A: Please refer to the answer in Question #27.

b. Carrier requests approval of their new Microchannel condenser coil made of aluminum tubing which is superior in heat transfer (more primary surface area), and corrosion resistance (due to the removal of the galvanic couple and the inclusion of the zinc plasma coating) to the specified copper tubing. Reference the attached information.

A: Please refer to the answer in Question #28.

c. Carrier's new K-410 roof mounted condenser is only 5.71" high vs. their old KR-3 model which is 10.58" high. Is a separate branch guard still required with the new lower profile condenser?

A: Please refer to the answer in Question #29.

110. Q: Page 35., Manual Entrance Door: The manual door control rod impinges into the door opening, resulting in a 28" clear opening in this area. We request an exception to the 30" opening in this one area.

A: This specification will remain as specified.

111. Q: Page 36, Section D. Auxiliary Air Heater System: Espar is requesting confirmation that a 7 day timer is required with the air heater. This heater is normally installed with a dash mounted rheostat control in lieu of a 7 day timer. The rheostat is much easier to operate, although diagnostics are not automatically displayed.

A: This specification will remain as specified.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

112. Q: Page 36, Section E. Power Seat Base for Driver's Seat: We request approval to provide an aftermarket seat base supplied by Adnik. This will eliminate the need to special order a chassis for this feature.

A: This is acceptable if it meets or exceeds the specifications.

113. Q: Page 39, Section O. Two-way Radio Power: We request approval to provide metal Greenleaf conduit rather than plastic conduit. It is more durable and provides better RF shielding.

A: This is acceptable if it meets or exceeds the specifications.

114. Q: 42. Section B. Manufacturer's Quality Control: We request approval to conduct the water test on the completed bus. We have no way to conduct water testing prior to the installation of interior trim and insulation.

A: This specification will remain as specified.

115. Q: Page 43. Section C. Air Conditioning Certification: We request approval to have the performance testing conducted by representatives of the a/c supplier.

A: Please refer to the answer in Question #25.

116. Q: Page 43. Section D.: Please delete the requirement for a chassis dynamometer. There is no way to provide this feature if the test is conducted in natural cold climate conditions and very few facilities offer this feature.

A: This specification will remain as specified.

117. Q: Page 44. Section F. Warranty: The chassis warranty is provided and administered by the chassis manufacturer. The body will be provided and installed by a manufacturer qualified by the chassis manufacturer. However, the chassis manufacturer remains responsible for their warranty.

A: This is acceptable to the State.

118. Q: Page 1, Section 1, Specifications: The specs state, "The successful contract shall have a factory dealer with repair facilities and personnel in Michigan". Mandating that the factory have a dealer in the state is showing a geographic preference. FTA regulations prohibit geographic preference for bus procurements. We recommend changing this section to state " representative" instead of "factory dealer" for companies without a dealer in the state.

A: Please refer to the answer in Question #30.

119. Q: Page 1, Section 1, Specifications: Please accept that our single wheelchair buses may exceed 21' 11" in length to meet proposed floor plan requirements and ADA requirements.

A: Please refer to the answer in Question #5.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

120. Q: Page 2, Section II, Welding: Please accept that our welds will be treated with primer but will not then be painted.

A: This specification will remain as specified.

121. Q: Page 2 and 7, Section B & D, Body Specs & Stepwell: Please accept that our attachment hardware meets the salt spray test but has not been tested for humidity.

A: This specification will remain as specified.

122. Q: Page 3 & 12, Section B & M, Undercoating: Please accept the interior of the box type tubing will not be coated with corrosion resistant material.

A: This specification will remain as specified.

123. Q: Page 3, Section B, C, D & F, Body Structure:

a. Please accept that the primer used on structural members will not be zinc based. Information provided.

A: This specification will remain as specified.

b. Please accept that most major bus manufacturers use a luan substrate in the manufacture of their buses. By not allowing the use of a wood substrate, restricts the competitive bidding of this RFP.

A: This specification will remain as specified.

c. Please accept the exterior side panels will be .040 aluminum and the roof panel will be .040 FRP.

A: This specification will remain as specified.

d. Please clarify the following: The specs state that "All exposed door frame structure shall be made of 304 stainless steel, acid –etched, coated with zinc based primer and powder coated OEM white (including fasteners)" What exactly is a door frame structure? Are you referring just to the dormer for the lift door? In regards to the fasteners, do you mean the piano hinges?

A: The entire door frame structure including the dormer for the lift door and the hinges.

e. Please accept that the rear cap will be ABS plastic not fiberglass or FRP.

A: This specification will remain as specified.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

f. Please delete requirement for fender flares added to the Ford front wheel wells.

A: This specification will remain as specified.

124. Q: Page 7, Section 1-3, Passenger Door:

a. Please clarify the following: The spec states that "any door with an exposed (metal showing) outer frame shall be made of 304 stainless steel, acid etched, coated with zinc based primer and powder coated OEM white (including fasteners)" What exactly is an "exposed outer frame"? What part of entry way has to be 304 stainless?

A: This specification will remain as specified. Stainless steel is required for any area where metal is visible and exposed to the elements. The goal is to eliminate any areas of corrosion.

b. Please accept that the clear opening of the entry door when measured between the open door panels will be 32". When measured between entry grabs it will be 29 ¾".

A: This specification will remain as specified.

c. Please accept that the entry door header will be from A&M. Information provided.

A: Please refer to the answer in Question #41.

d. Please accept the switch for the entry door will be a different color (back light will be red instead of green), but it will not be labeled open and closed.

A: This specification will remain as specified.

125. Q: Page 7, Section D, Passenger Stepwell:

a. Please clarify the following: The spec states that "all metal trim hardware in the stepwell area shall be stainless steel" What part of the entry way has to be 304 stainless?

A: This specification will remain as specified. All steps, step wells, fasteners, and trim shall be stainless steel. The goal is to eliminate any areas of corrosion.

b. Please accept that our ground to first step will range between 11 ½" and 12 ½" depending on where the measurement is taken and if the bus is loaded or not.

A: This specification will remain as specified.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

c. Please clarify the following: The spec states that "any interior stainless steel except for exposed door frames shall be brushed, not painted". What are you exactly referring to?

A: A shiny finish is not acceptable. A brushed texture is required to dull the stainless steel finish.

126. Q: Page 8 and10, Section E & G5, Interior: Please approve mounting some interior decals on clear plexiglass plates in lieu of metal plates.

A: This specification will remain as specified.

127. Q: Page 9, Section G 1,2 & 4, Emergency Exits:

a. Please clarify the following: The specs states that "all exposed exit door frame/jamb structure shall be made of 304 stainless steel, acid –etched, coated with zinc based primer and powder coated OEM white (including fasteners)" What exactly is a "door frame/jamb structure"? By fasteners, do you mean the piano hinges?

A: The frame/jamb is the structure where the emergency exit door is attached to. It included the all fasteners and hinges.

b. Please accept that the glass in the emergency door will be AS-3, which is the industry standard, in lieu of AS-2.

A: This specification will remain as specified.

c. Please clarify the following: The specs states that "any door with an exposed (metal showing) outer frame/jamb shall be made of 304 stainless steel, acid –etched, coated with zinc based primer and powder coated OEM white (including fasteners)" What exactly is an " exposed outer frame"? What part has to be 304 stainless?

A: The frame/jamb that is visible and exposed to the elements that could potentially cause a corrosion issue. All material shall be 304 stainless steel.

d. Please clarify the following: What is a non-closing static exhaust vent?

A: Please contact DMA 1122, Specialty Manufacturing Co, or Transpec Inc. as they can provide the exact product details.

128. Q: Page 12, Section M.1, Undercoating: Please accept Tectyle 517 undercoating in lieu of Tectyle 121-B. Information provided.

A: This specification will remain as specified.

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ADDENDUM #3 – QUESTIONS AND ANSWERS

129. Q Page 12, Section M.2, Rustproofing: Please accept Nanochem gray primer in lieu of Waxoly or Ziebart. Information provided.

A: This specification will remain as specified.

130. Q: Page 12, Section O, Exterior Mirrors: Please clarify the following: Does the crossover mirror have to be remote adjustable?

A: Yes, as specified, it is required to be remote adjustable.

131. Q: Page 13, Section P.2., Passenger Seats: Please accept, per Freedman, seats for small buses do not have to meet complete white book standards. They do however, meet all applicable federal standards.

A: This specification will remain as specified.

132. Q: Page 14, Section P.4., All Seats: Please clarify the following: The specs states that the seat cushions have to be completely enclosed with cloth type fabric. Does it need to be the same fabric the seat is covered in or can it be a different fabric that has the same flame and smoke characteristics as the seat fabric?

A: Please refer to the answer in Question #52 .

133. Q: Page 14, Section 2c., Seats: Please clarify the following: page 14 item (C) requires grab handles on the top of the seat for single passenger. Page 13 item (B) states that grab handles are NOT required on seats that have a back against a wall. All of your floor plans that have a single seat show flip seats, and have a back against the wall.

A: Handles are not required on single seats that have a back against the wall.

134. Q: Page 14, Section 2e., Arm Rests: Please verify that you only want arm rests on aisle facing seats and not arm rests on forward facing seats next to the aisle.

A: As specified, arm rests are required on the aisle facing seats only.

135. Q: Page 15, Section P. 4.3., All Seats: Please accept that the seat back depth for Freedman Featherweight seat is 4" at some points in lieu of the 3 ½" overall.

A: This is acceptable providing all seats meet the 27" minimum knee to hip room as specified.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

136. Q: Page 17, Section Q. 7, Handrails, Stanchions: Please accept that there will not be a vertical stanchion or horizontal grab on the front side of the entry steps. This is the cab area and the requested items are not necessary for ADA or safe entry into the bus and they will impede view through the transition window.

A: This specification will remain as specified.

137. Q: Page 18, Section S, Exterior Lighting:

a. Please accept that Maxxima LED lights in lieu of Trucklite or Peterson. Information provided.

A: This is acceptable if meets or exceeds the specifications.

b. Please accept our surface mounted LED clearance and marker lights form Trucklite in lieu of 2" round flush mount lights. Photo provided.

A: This is acceptable if meets or exceeds the specifications.

c. Please accept that a jack nut will not be used to secure the license plate mount, however, stainless steel screws will be used.

A: This specification will remain as specified.

138. Q: Page 19, Section U, Heating: Please accept that Ford does not state the performance data regarding the front heat system. It is unknown if the criteria stated under U.2 will be met by the chassis heater.

A: This specification will remain as specified.

139. Q: Page 20, Section V, Windows: Please clarify the following: What is "double density "safety glass? Is a Thermopane window being required? If not, define "double density".

A: Please refer to the answer in Question #59.

140. Q: Page 22, Section Y, Type 1 Lift:

a. Please clarify the following: The spec states that the successful bidder shall deliver the lift-equipped bus with the type of lift equipment requested by the state. What manufacture do you prefer?

A: Suggested sources are listed in the specifications.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

b. Please clarify the following: The specs states that "all exposed exit door frame/jamb structure shall be made of 304 stainless steel, acid –etched, coated with zinc based primer and powder coated OEM white (including fasteners)" What exactly is a "door frame structure"? Are you referring just to the dormer for the lift door? By fasteners, do you mean the piano hinges?

A: The entire door frame structure includes the dormer for the lift door and the hinges.

c. Please accept that the W/C lift will be mounted to the floor only, per the manufactures instructions. It will not be mounted to the wall.
A: Accepted if it meets manufacturer's instructions.

g. Please accept that the lift control cord will be pig tailed, not enclosed in protective conduit.

A: Please refer to the answer in Question #101.

h. Please accept that the lift comes in one color only. There is no choice of colors.

A: This specification will remain as specified.

141. Q: Page 24, Section III.3., Wheel Chair Securement: Please accept the securement wall anchorage point for the shoulder belt will be 11-gauge cold-rolled steel, which will be fully enclosed and will not be subject to corrosion in lieu of stainless steel.

A: This specification will remain as specified.

142. Q: Page 25, Section H, Differential: Please clarify how the axle must be marked if synthetic oil is used.

A: This specification will remain as specified.

143. Q: Page 25, Section I, Battery: Please accept that the dual batteries will be standard from Ford and will be Motorcraft batteries in lieu of Delco.

A: Please refer to the answer in Question #15.

144. Q: Page 26, Section J, Battery Cables: Please accept that some ground straps will be secured with self tapping screws combined with W star washers which meets QVM requirements and some will be bolted as specified.

A: This is acceptable if it meets or exceeds specifications.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

145. Q: Page 27, Section K, Alternator: Please accept that Ford does not offer a 200 AMP alternator. We will provide a 155 AMP alternator with a 5.4L engine and a 195 AMP alternator with a 6.8L engine.

A: The 155 amp alternator is not acceptable. The 195 amp alternator is accepted as previously answered in Question #16.

146. Q: Page 27, Section O, Hazard Flasher: Please accept that the standard hazard control switch from Ford is located on the top the steering column.

A: Please refer to the answer in Question #17.

147. Q: Page 28, Section T, Tires: Please accept that the tires will be LT225/75Rx16E as specified. They will not be the largest size available from Ford.

A: The LT225/75Rx16E tire is acceptable providing it meets the GVW rating and meets or exceeds the specifications.

148. Q: Page 30, Section Z, Exhaust System: Please note that the exhaust pipe will terminate as specified, however, this may not provide maximum ground clearance, and departure angle.

A: This specification will remain as specified.

149. Q: Page 31-32, Section B, Electrical:

a. Please accept that the breaker for the lift will be installed in the battery box for easier access in lieu of under the hood.

A: Please refer to the answer in Question #18.

b. Please accept the wiring for the Trans/Air will be color coded only.

A: This specification will remain as specified.

c. Please accept that we use an over molded, rubber sealed, positive lock connector in lieu of the heat shrink tubing.

A: This specification will remain as specified.

150. Q: Page 32, Section A.1-4, Air Conditioning:

a. Please accept that the specified tie-in system from Trans/Air will not meet performance specifications. A dual compressor 'Super System' will meet the specs.

A: This specification will remain as specified.

b. Please accept that the Trans/Air fittings are tested to ASTM B117 for 360 hours in lieu of ASTM D117.

A: This specification will remain as specified.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

c. Please accept that the Trans/Air condenser is not vinyl coated.

A: This specification will remain as specified.

d. Please accept our Trans/Air proposed evaporator (TA73) will meet specs at 1600cfm.

A: This specification will remain as specified.

e. Please accept that the Trans/Air drain pan is ABS.

A: This specification will remain as specified.

151. Q: Page 32, Option A, Air Conditioning:

a. Please accept ACC Climate Control as an approved equal to Trans Air and Carrier.

A: This specification will remain as specified.

b. Please accept that ACC uses an orifice and accumulator in lieu of expansion valve and dryer and puts the low-pressure switch between the evaporator and accumulator and high-pressure switch between the condenser and evaporator.

A: This specification will remain as specified.

c. Please accept that ACC will use (2) 14" fans in lieu of (3) 10" fans, which produces comparable performance with less amp draw.

A: This specification will remain as specified.

d. Please accept that ACC uses fuses and manual re-set breakers in lieu of automatic breakers as a safety precaution.

A: This specification will remain as specified.

e. Please accept that ACC will use Atco "AN" style Air-O-Crimp fittings that features a 1 piece design and multiple deep grooves in lieu of elastomeric seals to create a leak free seal (Atco's current design does meet the specification and may be available if required).

A: This specification will remain as specified.

152. Q: Page 36, Section B, Manual Entrance Door: Please accept that the flexible seal on the entry door is not 12" in width as specified. Each door panel has a cushion of 2 ½".

A: This specification will remain as specified.

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ADDENDUM #3 – QUESTIONS AND ANSWERS

153. Q: Page 36, Section D, Auxiliary Air Heater System: Please accept that the plug for the engine heater will be located in the grill and will not be moved.

A: This specification will remain as specified.

154. Q: Page 37, Section H, Engine Shutdown System: Please delete this option. Ford does not recommend these systems or do they offer one of its own. Installation of such a system could void the Ford warranty.

A: This specification will remain as specified.

155. Q: Page 37, Section K, Rear Emergency Exit Window: Please accept that the glass in the optional rear egress window will be 1054 Sq. inches in lieu of 1200 Sq. inches. The rear emergency window meets FMVSS Part 38 "ADA" and FMVSS 217 "Bus Window Retention and Release requirements".

A: This specification will remain as specified.

156. Q: Page 38, Section N, Rear Five Place Passenger Seat: Please accept that the optional center seat on the rear row will not have an under seat retractor seat belt as there is not enough room. Seat belt will have a lap retractor.

A: This specification will remain as specified.

157. Q: Page 41, Section VII, Manufacturer Requirements:

a. Please clarify the following: What is a standard manufacturer's production option sheet/decal for chassis and body?

A: This is a standard production tag on every chassis usually mounted near the radiator. Contact the chassis manufacturer for further information.

b. Please clarify the following: What is a service broadcast sheet?

A: The service broadcast sheet is standard with the chassis manufacturer and similar to the Ford QVM. Contact the chassis manufacturer for further information.

158. Q: Page 44, Section F.7., Chassis Warranty: Please accept the chassis will be warranted by the chassis manufacture.

A: This is acceptable to the State.

159. Q: Page 45, Section G., Miscellaneous: Please clarify the following: Two pilot buses are required. One gas and one diesel. Does the A/C pull down test have to be performed on both buses or just one? If one, which one?

A: The A/C pull down test must be performed on the diesel bus only.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

160. Q: Page 45, Section VIII, Bid Documents: Please accept that the floor plan drawings will not be to scale, but will show the required details.

A: Not to scale drawings are acceptable providing they meet or exceed the specifications. Drawings shall have the appropriate measurements and a notation "drawing not scale."

161. Q: Page 37, Section 2.1.1.1. RFP: The specs state, "The successful contract shall have a factory dealer with repair facilities and personnel in Michigan". Mandating that the factory have a dealer in the state is showing a geographic preference. FTA regulations prohibit geographic preference for bus procurements. We recommend changing this section to state " representative" instead of "factory dealer" for companies without a dealer in the state.

A: Please refer to the answer in Question #30.

162. Page 55, Section 2.243, Liquidated Damages: Please remove the liquidated damages of $5,000 for late delivery. This is excessive in comparison to other state contracts.

A: Please refer to the answer in Question #2.

163. Page 76, Section 4.044, Certification of MI. Business: Please remove this section as it shows a geographic preference. FTA regulations prohibit geographic preference for bus procurements.

A: This section is for data collection purposes and still shall be completed and submitted with bidder's proposals. However, per the FTA, in-state or local geographical preferences in the evaluation of bids or proposals shall be excluded except in those cases where applicable Federal statutes expressly mandate or encourage geographic preference. Therefore, any Michigan preference as stated in Public Act 431 of 1948 does not apply to this RFP.

164. Q: Page 82, Section 5.04 Past Performance: Please remove "with the State" as it shows a geographic preference.

A: The reference to "with the State" is deleted. However, the State is still interested in evaluating information on vendor's experiences with other states and/or projects with the same size, scope, and complexity as this RFP.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

165. Q: Page 84, Appendix A, Cost Model:

a. Please clarify the following: Are the options included in the evaluation price?

A: Yes.

b. Please clarify the following: Where is item K on the price form?

A: "K" is the options section.

166. Q: Page 2, Section B.1.a: The roadside and curbside wall structures shall be constructed of 1 ½" x 1 ½" 18 ga. "Flow Coat" galvanized wall bows welded on 24" centers, modified galvanized C-Channel bottom rail and 1 ½" galvanized angle top rail.

A: This specification will remain as specified.

167. Q: Page 3, Section B.1.b: The floor structure shall be constructed of 2" x 2" 13 ga. "Flow Coat" galvanized cross members welded on 24"centers. A galvanized longitudinal hat channel shall run entire length of floor welded to cross members.

A: This specification will remain as specified.

168. Q: Page 3, Section B.1.c: Exterior skin shall be made up of .024 galvanized steel laminated to 2.4mm lauan. Interior panels shall be gray vinyl covered lauan.

A: This specification will remain as specified.

169. Q: Page 3, Section B.1.c: Request exterior door frames to be: 1/8" aluminum

A: This specification will remain as specified.

170. Q: Page 3, Section B.1.c: Request exterior panel substrate to be: Luan

A: This specification will remain as specified.

171. Q: Page 4, Section B.1.f: Request rubber fender splash guards to be: standard ABS Material

A: Please refer to the answer in Question #6.

172. Q: Page 4, Section B.1.f: Request rubber fender splash guards to be installed at the Front wheel openings to be: standard OEM fender

A: Please refer to the answer in Question #6.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

173. Q: Page 4, Section B.1.f: Request rubber fender splash guards to be installed after the finish coat of paint is applied to the bus.

A: This specification will remain as specified.

174. Q: Page 7, Section C.1: Request outer frame to be: 1/8" aluminum

A: This specification will remain as specified.

175. Q: Page 7, Section D: Request: Step Height from Ground: 12 ½"

A: This specification will remain as specified.

176. Q: Page 8, Section E.1: Request: Door latch to be: Austin Hardware AH1200SS

A: This specification will remain as specified.

177. Q: Page 8, Section E.2: Cannot guarantee damage from graffiti removing chemicals unless we know what is being used.

A: This specification will remain as specified.

178. Q: Page 9, Section F.4: Request: Flooring in wheelchair area to be "ribbed" rubber Not "smooth" rubber

A: Please refer to the answer in Question #9.

179. Q: Page 9, Section G.1: Request: exterior door frames to be: 1/8" aluminum

A: This specification will remain as specified.

180. Q: Page 9, Section G.2: Request: exterior door frames to be: 1/8" aluminum

A: This specification will remain as specified.

181. Q: Page 15, Section 4.a.7: CMI Nanocide Dimensions does not meet Doc 90 and is also not a "cloth" material

A: Please refer to the answer in Question #10.

182. Q: Page 15, Section 4.b.3: CMI Nanocide Dimensions does not meet Doc 90

A: Please refer to the answer in Question #10.

183. Q: Page 18, Section 8.2: Exterior LED Lights to be "Sound Off" brand

A: This is acceptable if it meets or exceeds the specifications.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

184. Q: Page 18, Section 8.3: Exterior LED Lights to be "Sound Off" brand

A: This is acceptable if it meets or exceeds the specifications.

185. Q: Page 18, Section 8.4: Exterior LED Lights to be "Sound Off" brand

A: This is acceptable if it meets or exceeds the specifications.

186. Q: Page 20, Section V.1: Request: 20% light transmitting tint

A: This specification will remain as specified.

187. Q: Page 20, Section W.2: Request: Paint to be applied after all manufacturing is completed.

A: This is acceptable if it meets or exceeds the specifications.

188. Q: Page 25, Section I: Battery box door to have full length hinge from door Manufacture.

A: This is acceptable if it meets or exceeds the specifications.

189. Q: Page 27, Section K: Request: Alternator warranty to be vendor "standard" which is 2 years

A: This specification will remain as specified.

190. Q: Page 27, Section P: Request: Standard OEM shock absorbers-gas 35 type millimeter

A: This is acceptable if it meets or exceeds the specifications.

191. Q: Page 30, Section B.1: Request: Circuit breaker for lift will be located in the Battery box

A: Please refer to the answer in Question #18.

192. Q: Page 34, Section B.1: Request: outer frame to be: 1/8" aluminum

A: This specification will remain as specified.

193. Q: Page 34, Section C.Par 1: Request: Cold Climate Package to be aftermarket not OEM

A: This is acceptable if it meets or exceeds the specifications.

APPENDIX E

ADDENDUM #3 – QUESTIONS AND ANSWERS

194. Q: Page 40, Section A.6: Request: Request deletion of this manual

A: This specification will remain as specified.

195. Q: Page 41, Section A.15: Request: Towing instructions will be for "rear" end towing only

A: This specification will remain as specified.

196. Q: Page 1, 4th paragraph: Cannot do a rear lift application on a 21' 11" body due To the fact that there is not enough room between the Rear wheel and end of bus to place a lift.

A: Please refer to the answer in Question #5.

197. Q: In the RFP boiler plate language it appears to me that proposers are requested to submit one original and four paper copies of our proposal. What is not clear to me is if one electronic copy is also required. The language seems to indicate that an electronic copy "may" be required. Does Michigan want either: 1) a scanned electronic copy on CD of every thing we submit in hard copy, 2) the RFP section that you made available in Word format only, or 3) nothing needs to be submitted in electronic format?

A: Bidders are to submit 1 original and 3 copies. In addition, all information included in the proposal shall be included on one floppy disc or CD. The responses to the RFP document shall be in Word format.

APPENDIX F

Michigan Department of Transportation
Small Bus (Cutaway bid)
#07119200053
Bidder Clarifications
Page 1 of 2

Hoekstra Transportation:

1. **El Dorado National offers a matrix of fiberglass reinforced plastic with an inner resin-hardened honeycomb material. The MDOT specification specifies an <u>all</u> Nidacore material. Can you provide all Nidacore material?**

   Our bus bid is for an ALL Nidacore body as specified and includes around the windows and roof hatches.

2. **Grote strobe light is not on the list of approved equals. Please provide the specifications on this strobe light.**

   Enclosed is the specifications for the Grote strobe. This is a typo left over from the last bid as the actual brand that we intended to bid is Target Tech. Eldorado will install any of the approved strobe lights that MDOT requires if the Grote or Target Tech is not preferred.

3. **On Appendix A Evaluation form section IV.J battery, Hoekstra specifies dual 1250CCA batteries in the battery box. On the gasoline model, is an OEM battery also included in the engine compartment making a total of three (3) batteries? Please clarify.**

   Eldorado removes OEM battery and replaces with two identical batteries that meet specification. Both can be located in the battery box or if preferred by MDOT, we can leave one under the hood. Two batteries total as specified.

APPENDIX F

Michigan Department of Transportation
Small Bus (Cutaway bid)
#07119200053
Bidder Clarifications
Page 2 of 2

4. **Per El Dorado Weight Analysis worksheets, floor plans "A" and "E" exceed the 95% rear spring capacity as MDOT specifies. Please explain why these floor plans exceed the rear spring capacity?**

   The computer generated weight analysis provided is an estimate based on pre-build option content. Quite often, when complete, the bus weight is less than the original estimate because of option and seating placement. Based on the hundreds of prior builds for MDOT, Eldorado and Hoekstra are confident that we will be able to provide the certification required by the specification. We are prepared, in the case that the 158" wheelbase does not meet this certification, to provide the 176" wheelbase at the same bid pricing. In either case, ENC does not ship overweight product. We have met and will continue meet the weight requirement if we are the successful bidder.
   If there are more questions related to this clarification or any other issues related to our bid response, please contact me directly. I welcome the opportunity to further explain our proposal in greater detail.

5. We could not locate Floor plan F and the weight analysis in your proposal. Please clarify if this Floor plan is the same as the others you submitted.

   Enclosed is floor plan F

APPENDIX G

Altoona Bus Test Report

ElDorado National - Kansas
Thor Industries Commercial Bus Division

ALTOONA BUS TESTING CERTIFICATION

ElDorado National (Kansas), Inc. hereby certifies that the vehicles being offered for sale have been fully tested as a "family of vehicles" for a minimum service life of seven (7) years or 200,000 miles at the Altoona Bus Testing Center as required by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and in accordance with CFR 49, Part 665, as amended.

Signed, ElDorado National (Kansas), Inc

Date

Senior VP/General Manager
Title

PARTIAL

STURAA TEST

7 YEAR

200,000 MILE BUS

from

ELDORADO NATIONAL, INC.

MODEL 240 AEROTECH

OCTOBER 2000

PTI-BT-R2014-13-00

PENNSTATE

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EXECUTIVE SUMMARY

Eldorado National submitted a model 240 Aerotech, diesel powered 17 seat bus, for a Partial STURAA Test in the 7yr/200,000 mile category The Federal Transit Administration determined that the following tests would be performed: 1.2 Servicing, Preventive Maintenance, Repair & Maintenance, 2. Reliability and 5.7 Structural Durability Test. The odometer reading at the time of delivery was 1,196 miles. Testing started on August 1, 2000 and was completed on October 6, 2000. The Check-In section of the report provides a description of the bus and specifies its major components.

The primary part of this partial test was the Structural Durability Test, which also provides the information for the Maintainability and Reliability results. The Structural Durability Test was started on August 7, 2000 and was completed on September 26, 2000.

The first segment of the Structural Durability Test was performed with the bus loaded to a GVW of 14,000 lbs. The number of standing passengers was reduced from 17 standees and one wheelchair position, to 5 standees and one wheelchair position (600 lb per. wheelchair position). The reduction in passenger weight was necessary to avoid exceeding the GAWR (9,450 lbs.) of the rear axle. The middle segment was performed at a SLW of 13,275 lbs. The final segment was performed at a curb weight of 10,150 lbs. Durability driving resulted in no unscheduled maintenance failures.

The Reliability Section compiles failures that occurred during Structural Durability Testing. Breakdowns are classified according to subsystems. The data in this section are arranged so that those subsystems with more frequent problems are apparent. Problems also are listed by class as defined in Section 2. The test bus encountered no failures during the Structural Durability Test.

ABBREVIATIONS

ABTC	-	Altoona Bus Test Center
A/C	-	air conditioner
ADB	-	advance design bus
ATA-MC	-	The Maintenance Council of the American Trucking Association
CBD	-	central business district
CW	-	curb weight (bus weight including maximum fuel, oil, and coolant; but without passengers or driver)
dB(A)	-	decibels with reference to 0.0002 microbar as measured on the "A" scale
DIR	-	test director
DR	-	bus driver
EPA	-	Environmental Protection Agency
FFS	-	free floor space (floor area available to standees, excluding ingress/egress areas, area under seats, area occupied by feet of seated passengers, and the vestibule area)
GVL	-	gross vehicle load (150 lb for every designed passenger seating position, for the driver, and for each 1.5 sq ft of free floor space)
GVW	-	gross vehicle weight (curb weight plus gross vehicle load)
GVWR	-	gross vehicle weight rating
MECH	-	bus mechanic
mpg	-	miles per gallon
mph	-	miles per hour
PM	-	Preventive maintenance
PSBRTF	-	Penn State Bus Research and Testing Facility
PTI	-	Pennsylvania Transportation Institute
rpm	-	revolutions per minute
SAE	-	Society of Automotive Engineers
SCH	-	test scheduler
SEC	-	secretary
SLW	-	seated load weight (curb weight plus 150 lb for every designed passenger seating position and for the driver)
STURAA	-	Surface Transportation and Uniform Relocation Assistance Act
TD	-	test driver
TECH	-	test technician
TM	-	track manager
TP	-	test personnel

TEST BUS CHECK-IN

I. OBJECTIVE

The objective of this task is to log in the test bus, assign a bus number, complete the vehicle data form, and perform a safety check.

II. TEST DESCRIPTION

The test consists of assigning a bus test number to the bus, cleaning the bus, completing the vehicle data form, obtaining any special information and tools from the manufacturer, determining a testing schedule, performing an initial safety check, and performing the manufacturer's recommended preventive maintenance. The bus manufacturer must certify that the bus meets all Federal regulations.

III. DISCUSSION

The check-in procedure is used to identify in detail the major components and configuration of the bus.

The test bus is manufactured using a Ford E-350 Super Duty Chassis. The bus has a front door, located to the rear of the front axle, and a dedicated wheelchair access door equipped with a Ricon Corp. model S2005-510 wheelchair lift to the rear of the rear axle. The engine type is a diesel fueled Ford Power Stroke 7.3 L. The transmission is a Ford 4R100E.

The measured curb weight is 3,800 lbs for the front axle and 6,350 lbs for the rear axle. These combined weights provide a total measured curb weight of 10,150 lbs. There are 17 seats including the driver, 1 wheelchair position, and room for 27 standing passengers bringing the total passenger capacity to 44 and one wheelchair position. Gross load is 150 lb x 44 = 6,600 lbs. + 600 lb (wheelchair position) = 7,200 lbs. At full capacity, the measured gross vehicle weight is 14,850 lbs. This value was used for all static tests. In order to avoid exceeding the GAWR (9,450 lbs) of the rear axle, the ballast for 22 standing passengers was eliminated. The reduction from full capacity resulted in an adjusted measured gross vehicle weight of 14,000 lbs and was used for all dynamic testing.

VEHICLE DATA FORM

Bus Number: 2014	Arrival Date: 8-1-00
Bus Manufacturer: 2014	Vehicle Identification Number (VIN): 1FDXE45F1YHB55119
Model Number: 240 Aerotech	Date: 8-1-00
Personnel: S.C.	

WEIGHT: * Values in parentheses indicate the adjusted weights necessary to avoid exceeding the GAWR. Theses values were used for all dynamic testing.

Individual Wheel Reactions:

Weights (lb)	Front Axle		Middle Axle		Rear Axle	
	Right	Left	Right	Left	Right	Left
CW	2,000	1,800	N/A	N/A	3,400	2,950
SLW	2,175	2,075	N/A	N/A	4,625	4,400
GVW	2,300 (2,300)	2,200 (2,200)	N/A	N/A	5,300 (4,875)	5,050 (4,625)

Total Weight Details:

Weight (lb)	CW	SLW	GVW	GAWR
Front Axle	3,800	4,250	4,500 (4,500)	4,600
Middle Axle	N/A	N/A	N/A	N/A
Rear Axle	6,350	9,025	10,350 (9,500)	9,450
Total	10,150	13,275	14,850 (14,000)	GVWR: 14,050

Dimensions:

Length (ft/in)	24 / 7.25
Width (in)	94.25
Height (in)	113.00
Front Overhang (in)	30.25
Rear Overhang (in)	87.75
Wheel Base (in)	177.25
Wheel Track (in)	Front: 68.50
	Rear: 78.00

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Bus Number: 2014	Date: 8-1-00

CLEARANCES:

Lowest Point Outside Front Axle	Location: Steering stabilizer Clearance(in): 11.5
Lowest Point Outside Rear Axle	Location: Tailpipe Clearance(in): 13.0
Lowest Point between Axles	Location: Step well Clearance(in): 8.8
Ground Clearance at the center (in)	11.40
Front Approach Angle (deg)	28.00
Rear Approach Angle (deg)	9.60
Ramp Clearance Angle (deg)	9.20
Aisle Width (in)	17.75
Inside Standing Height at Center Aisle (in)	79.10

BODY DETAILS:

Body Structural Type	Integral		
Frame Material	Steel		
Body Material	Fiberglass		
Floor Material	Plywood		
Roof Material	Aluminum & fiberglass		
Windows Type	☐ Fixed	☒ Movable	
Window Mfg./Model No.	KTG / AS3 M3 DOT 620		
Number of Doors	1 Front	1 Rear	
Mfr. / Model No.	ENC / 315000GM		
Dimension of Each Door (in)	Front-26.2 x 80.0	Rear-44.7 x 72.0	
Passenger Seat Type	☐ Cantilever	☒ Pedestal	☐ Other (explain)
Mfr. / Model No.	Freedman / Midback FWT		
Driver Seat Type	☐ Air	☐ Spring	☒ Other (Cushion)
Mfr. / Model No.	Freedman / 6813000M		
Number of Seats (including Driver)	17 + 1 wheelchair position		

Bus Number: 2014	Date: 8-1-00

BODY DETAILS (Contd..)

Free Floor Space (ft^2)	41.6				
Height of Each Step at Normal Position (in)	Front	1. 10.8	2. 8.0	3. 8.6	4. N/A
	Middle	1. N/A	2. N/A	3. N/A	4. N/A
	Rear	1. N/A	2. N/A	3. N/A	4. N/A
Step Elevation Change - Kneeling (in)	N/A				

ENGINE

Type	☒ C.I.	☐ Alternate Fuel	
	☐ S.I.	☐ Other (explain)	
Mfr. / Model No.	Ford / Power Stroke 7.3 L		
Location	☒ Front	☐ Rear	☐ Other (explain)
Fuel Type	☐ Gasoline	☐ CNG	☐ Methanol
	☒ Diesel	☐ LNG	☐ Other (explain)
Fuel Tank Capacity (indicate units)	55 gals.		
Fuel Induction Type	☒ Injected	☐ Carburetion	
Fuel Injector Mfr. / Model No.	Ford / Power Stroke 7.3 L		
Carburetor Mfr. / Model No.	N/A		
Fuel Pump Mfr. / Model No.	Ford / Power Stroke 7.3 L		
Alternator (Generator) Mfr. / Model No.	Penntex / PX-5		
Maximum Rated Output (Volts / Amps)	14 / 200		
Air Compressor Mfr. / Model No.	N/A		
Maximum Capacity (ft^3 / min)	N/A		
Starter Type	☒ Electrical	☐ Pneumatic	☐ Other (explain)
Starter Mfr. / Model No.	Ford / OEM		

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TRANSMISSION

Transmission Type	☐ Manual	☒ Automatic	
Mfr. / Model No.	Ford / 4R100E		
Control Type	☒ Mechanical	☐ Electrical	☐ Other (explain)
Torque Convertor Mfr. / Model No.	Ford / 4R100E		
Integral Retarder Mfr. / Model No.	N/A		

SUSPENSION

Number of Axles	2		
Front Axle Type	☒ Independent	☐ Beam Axle	
Mfr. / Model No.	Ford / Twin I-Beam		
Axle Ratio (if driven)	N/A		
Suspension Type	☐ Air	☒ Spring	☐ Other (explain)
No. of Shock Absorbers	2		
Mfr. / Model No.	Motorcraft / F5UA-18045-NC		
Middle Axle Type	☐ Independent	☐ Beam Axle	
Mfr. / Model No.	N/A		
Axle Ratio (if driven)	N/A		
Suspension Type	☐ Air	☐ Spring	☐ Other (explain)
No. of Shock Absorbers	N/A		
Mfr. / Model No.	N/A		
Rear Axle Type	☐ Independent	☒ Beam Axle	
Mfr. / Model No.	Dana / 80HD		
Axle Ratio (if driven)	4.10		
Suspension Type	☐ Air	☒ Spring	☐ Other (explain)
No. of Shock Absorbers	2		
Mfr. / Model No.	Motorcraft / XC25-18080-EA		

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WHEELS & TIRES

Front	Wheel Mfr./ Model No.	Accuride / 16 x 6
	Tire Mfr./ Model No.	Firestone R4S / LT225/75R16
Rear	Wheel Mfr./ Model No.	Accuride / 16 x 6
	Tire Mfr./ Model No.	Firestone R4S / LT225/75R16

BRAKES

Front Axle Brakes Type	☐ Cam	☒ Disc	☐ Other (explain)
Mfr. / Model No.	Ford / OEM		
Middle Axle Brakes Type	☐ Cam	☐ Disc	☐ Other (explain)
Mfr. / Model No.	N/A		
Rear Axle Brakes Type	☐ Cam	☒ Disc	☐ Other (explain)
Mfr. / Model No.	Kelsey Hayes / KH12068401		
Retarder Type	N/A		
Mfr. / Model No.	N/A		

HVAC

Heating System Type	☐ Air	☒ Water	☐ Other
Capacity (Btu/hr)	65,000(body) 35,000(chassis)		
Mfr. / Model No.	N/A		
Air Conditioner	☒ Yes	☐ No	
Location	Front - dash Rear - Interior roof mount		
Capacity (Btu/hr)	52,000 - body		
A/C Compressor Mfr. / Model No.	Carrier / 3M-1 CM3		

STEERING

Steering Gear Box Type	Hydraulic gear
Mfr. / Model No.	Ford / XR-50 H.D.
Steering Wheel Diameter	15.2
Number of turns (lock to lock)	4

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OTHERS

Wheel Chair Ramps	Location: N/A	Type: N/A
Wheel Chair Lifts	Location: Right rear	Type: Hydraulic platform
Mfr. / Model No.	Ricon Corp. / S2005-510	
Emergency Exit	Location: Windows Doors	Number: 3 1

CAPACITIES

Fuel Tank Capacity (units)	55 gals.
Engine Crankcase Capacity (gallons)	3.75
Transmission Capacity (gallons)	4.10
Differential Capacity (gallons)	1.00
Cooling System Capacity (gallons)	7.50
Power Steering Fluid Capacity (gallons)	N/A

VEHICLE DATA FORM

Bus Number: 2014	Date: 8-1-00

List all spare parts, tools and manuals delivered with the bus.

Part Number	Description	Qty.
NA	Manuals	3

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COMPONENT/SUBSYSTEM INSPECTION FORM

Bus Number: 2014	Date: 8-1-00

Subsystem	Checked	Comments
Air Conditioning Heating and Ventilation	✓	
Body and Sheet Metal	✓	
Frame	✓	
Steering	✓	
Suspension	✓	
Interior/Seating	✓	
Axles	✓	
Brakes	✓	
Tires/Wheels	✓	
Exhaust	✓	
Fuel System	✓	
Power Plant	✓	
Accessories	✓	
Lift System	✓	
Interior Fasteners	✓	
Batteries	✓	