

Q#	Document and Section	Page #	BIDDER QUESTION	ANSWER
1	Schedule A, 4.0. Pricing	6 - 8	The result of this RFP will likely lead to a multi-year contract, two base years with two one year option years up to four [4] years. The language in Section 4.0 allows price adjustments for chassis cost changes but expects the contractor to hold its body and equipment prices firm for four years. Actual market conditions for the last few years has seen increases of about 3% per year. It is unrealistic to hold body and equipment prices for four years. Resulting bid prices would be inflated. We would request that Section 4. be modified to allow for either: 1) an annual base bid pricing adjustment based on the US Dept. of Labor Truck and Bus Body 1413 Producer Price Index, or 2) a dollar for dollar adjustment in MY chassis costs changes and a 1413 PPI adjustment for the balance of the vehicle price, minus the chassis portion. Either, of these two approaches of price adjustment have become common practice in our industry and are used by a variety of vehicle purchase contracts. Draft language available upon request.	The language for pricing adjustments shall remain as written.
2	Schedule A, 5.3. Quantity	8	Please clarify, the estimated number of "400" buses. Does 400 represent an annual estimate, 400 over the two year contract, or 400 over four years [base contract and both option years]. Also, please clarify, is this the quantity spread over all contract awards should the State decided to award to more than one contractor, and lastly, is 400 a maximum limit or an estimate that could be exceeded to some extent?	The estimated sales of 400 production vehicles is over the period of four (4) years (2 base years plus 2 option years). In the event one vendor hits the 400 mark, all contracts will be considered complete and terminated.
3	Schedule A, 6.2. General Delivery B.	9	Please clarify, does this section B. apply to the Pilot Bus only, or to all orders. If it applies to the pilot, shouldn't it be a lift bus? Our confusion is the references to: i. "lift / non-lift" [it is one or the other], ii. air conditioning [optional], and iii. "largest size" [there is a variety of bus sizes].	This does apply to the pilot buses. The pilot shall be a lift and air conditioning equipped bus of each class (Class I) Light-Duty Small and (Class II) Small for each manufacturer per contract. If it is a multiple award, each dealer shall be responsible for a pilot of each type on its contract (Class I metal or FRP and Class II metal or FRP).
4	Schedule A, 9. Liquidated Damages	12	Please delete this section completely. The language is ambiguous, open to misinterpretation and quite severe. See the language pertaining to a \$5000 initial penalty for "late or improper completion" of activities and then \$100 a day after that. Also, a contractor must retain the right to select its own employees without be subject to a financial penalty imposed by the State, see both \$1000 references to personnel. Certainly, as a professional firm that hires professionals, we would work with and alert the State to ensure a smooth transition should a change in personnel occur. If this language can't be deleted please revise amounts to not be so severe. We would suggest \$50 per day per bus beyond the specified 210 days for delivery of buses.	The State has a mandate to include "Liquidated Damages" or "Service Level Agreements" in all new contracts. Therefore, quantities have been adjusted per Addendum #1.
5	Standard Contract Terms, 5. Performance Guarantee	2	Please confirm that no performance bond will be required, or clarify, since we did not see any reference to a bond in Schedule A. Performance bonds add cost to the price of the vehicle.	A Performance Bond is not required for this solicitation.
6	Standard Contract Terms, 20. Terms of Payment	7	First paragraph, last sentence: This section stipulates all prices are exclusive of taxes, and that contractor is responsible for a variety of taxes, duties, charges, etc. Please clarify, what additional costs, taxes, etc. would apply and be the responsibility of the contractor, since it is our understanding that approved purchasing entities are all tax exempt. In previous contracts with the State we have had to pay taxes to Michigan, even though agencies are tax exempt. Please clarify what taxes apply.	For the sake of this solicitation, your pricing should not include any State of Michigan Sales taxes. The State cannot comment on your tax payments in reference to a past contract.
7	Schedule G, Pricing, 1.	1	Please clarify; "you may also submit an additional pricing schedule in a non-modifiable format (e.g., PDF). It is our interpretation that this means an exact duplicate of the Microsoft Excel pricing sheet; but it could possibly mean additional optional equipment items not listed in Schedule G. Please explain.	You are allowed to submit in a more secure document format, such as PDF, as backup. If you do, the content from both documents should be exactly the same.
8	Schedule G, Pricing, 3.	1	Please clarify, will Quick payment terms be a factor in proposal evaluations. Typically, quick payment terms are requested but not a component of proposal evaluation.	The State reserves the right to include "Quick Payment Terms" as a factor for proposal evaluation.
9	Schedule B, B. 1) a. Construction	2	Our bus model, both Class 1 and 2, meets 7-Year Altoona Bus Testing, FMVSS 220 Rollover, FMVSS 221 Joint Strength and FMVSS 214 Side Impact using gauge #18 steel, 0.050" steel. Please approve gauge #18 steel, 0.050", in lieu of the specified gauge #16, steel, 0.060". The difference in thickness is nominally 1 hundredth of an inch, which is difficult to detect by the naked eye, and is inconsequential when it comes to design strength, corrosion protection, reliability, safety and performance. Gauge #16 steel, 0.060" adds unnecessary weight to the chassis. Meeting GVWR is a critical requirement. Nonstandard material adds cost and inflated prices due to the higher cost of purchasing, handling and inventorying nonstandard gauge 16 steel.	Denied - Specification to remain as specified.
10	Schedule B, 3) c. Passenger Door	9	We have always provided the RED door switch and can do so again. However; Red is a non-standard switch which leads to additional cost. If cost, is a concern to the State we would recommend that the State allow our manufacturer's standard switch, which is the first switch in the switch cluster and clearly identified as the door switch. Switches are located in the space provided by Ford for body up-fitters.	Denied - Specification to remain as specified.

11	Schedule B, 5) f. Storage Area	10	Please clarify this new requirement; "Storage area shall leave access to any lighting or other electrical connectors contained inside. Storage area shall be insulated and watertight." If used as a storage area only; there isn't any lighting or other electrical connectors specified for the inside of the storage area. Do you mean wiring behind the storage box? If so, we would suggest that the solution is to make sure the roof of the bus is watertight. Removing the storage compartment allows access to wiring. If the customer wants to convert the storage area to optional electronic gear [e.g., 2-way radio, DVR] storage, then wiring is provided inside the cabinet. Please clarify "insulated" and "watertight". The bus interior has an R7 insulation rating. Insulating the cabinet could be counterproductive if it is used for electronic gear that generates heat. The cabinet is above the windshield and within the body interior where there should never be any water intrusion. Please clarify.		This refers to any electrical connectors in the storage area. Said connectors shall remain accessible for servicing if there are any. Removal of the storage box shall not be required for servicing any wiring/connectors. There shall be no water intrusion into storage area. OEM insulation of R7 in the chassis ceiling is adequate if no area of the bus body is not insulated and part of the storage area.
12	Schedule B, 6) b. Floor Covering	11	We would request that the flooring not cove up the rearwall. Our body contour/shape is different than all of our competitors with several radii where the rear wall, floor and sidewall converge. Coving floor covering up the sidewalls works well on our body design and contours; but the fit and finish of the seams where floor covering would mate at the extreme radii of all three junctures: the floor, rearwall, and sidewall would detract from aesthetics and provide no additional benefit. We are offering the Altro 2.7 mm flooring which exceeds the Michigan specifications, Please approve.		Denied - Specification to remain as specified.
13	Schedule B, 11) a. Mud flaps	13	Please clarify, the new language: "Front mud flaps shall be 'no drill OEM'. We propose to offer our standard Coach & Equipment front mud flaps [see photo below] that have been approved by Michigan in previous contracts. It is unclear to us if something special or different is required. Please clarify.		Ford OEM mudflaps are what is required.
14	Schedule B, 13) b. Rustproofing	14	The epoxy product we use is Imron Elite® 2440S™ High Performance Epoxy Primer. This product is applied to the tube structure to the window line as specified on the exterior of the tube structure. Because we use 1-1/2" square galvanized steel tubing for our cage structure, we do not need to coat the inside of the tubes because there already is a galvanized coating both on the inside and outside of the steel tube. We warranty the steel tube structure for the design life of the vehicle. See literature and test results. This product exceeds the testing requirements and exceeds performance results of the specifications. This product also exceeds the performance of previously approved coatings we have used and were approved by Michigan. We also use Pure Asphalt for undercoating which is approved by the State. Please approve.		Denied - Specification to remain as specified.
15	Schedule B, 22) a. Exterior Lighting	20	We are proposing exterior LED lights that meet the States requirements, however, the grommets for the rear recessed lights, are a hard metal ring instead of rubber. The State has approved these grommets in multiple previous contracts. Rubber grommets fatigue and wear-out over time and can allow water intrusion into the body between the outer and inner skins, which can result in fiberglass fatigue and premature corrosion. Our hard metal grommets are superior to rubber and ensure an aesthetic fit and finish and a water tight seal. See photo below. Please approve.		Denied - Specification to remain as specified.
16	Schedule B, 22) c. Marker Lights	20	We are proposing our standard marker lights that have been accepted by the State in previous contracts. The lights are small 1" diameter round surface mounted LED lights mounted in a properly sized bezel. See photo below. We introduced these lights and modified the body closures a number of years ago to improve watertightness. Configuration meets regulatory requirements. Please approve.		Approved - LED lights shall meet lighting requirements of being overmolded with no air gap.
17	Schedule B, 54) d. Back-Up Alarm	33	Two requests: 1) Please approve our standard back-up alarm rated at 87 dba. 2) Our standard mounting location is at the rear of the bus on the underside of the bus body, instead of on the exterior rear wall of the bus near the license plate bracket. Please approve.		Denied - Specification to remain as specified.
18	Schedule B, 56) m. Wheelchair Securement Optional Systems	43	Please clarify, "Item k". We are not sure what the reference to Item k means.		"Item K" verbiage shall be removed
19	Schedule B, 56) u. i. Alternative Fuels & Schedule G Pricing	46	Please delete on pricing sheet two Equipment Options for Alternative Fuel: 1) Class 1 CNG and 2) Class 1 LPG 64 GGE. The GVWR of the Class 1 chassis makes it impractical to convert to these two alternative fuels. Also, to our knowledge Altoona Bus tests are not available for CNG Class 1 vehicles.		Approved - the State will delete the Class I CNG and 64 GGE LPG options from the price sheet and the specifications.
20	Schedule B, 56) bb. Entry Door Grab Handles	50	Please note that each door panel does not "bi-fold" [see photo below], but is instead, each door panel is a solid section. Yellow grab handles will be mounted on interior of door frame. Please approve.		No photo provided. MDOT understands each door section is not a bi-fold.

21	Schedule B, 56) ff. Slide-out Battery Tray	50	Please approve our standard "D"-Pull Ring latches. There are no other SouthCo latches specified in Schedule B. See photo below. 	Approved - MDOT shall accept d-pull ring latches and understands there are no other compartment access doors to match.
22	Schedule B, 56) o. ii. PA System & iii. AM/FM/PA Radio	45	We contacted Custom Radio to secure pricing for the specified PA System and were told by Custom Radio representative that Custom Radio is going out of business within the next couple of months due to Covid. The State may want to check this information and identify and alternate supplier?	Acknowledged, salient characteristics shall apply to whatever product is used.
23	Schedule B, 56) u. ii. Booster Pump	47	Please approve our standard booster pump supplier, ProAir, as another Suggested Source. Pro/Air Booster Pump our# 105241 Pro/Air # 05-000-295. Pump is a Johnson in-line pump [see photo below]. ProAir is a reputable supplier to our industry and is approved by the State in these specifications to provide other heating equipment. 	Approved - MDOT shall accept Pro/Air as a suggested source for the booster pump.
24	Schedule B, C. 1) c. Serial Numbers	51	Please note that not all optional equipment have make, model and/or serial numbers [e.g.; ceiling handrails]. We will provide make, model and serial numbers to the extent that this information is readily available. Please acknowledge.	Clarification - Make, Model, and Serial numbers shall be provided when they are available from manufacturer for all non-OEM products.
25	Schedules B, F & G	N/A	General Question: This came up during the preproposal conference. What if a proposer offers a product that is not on the Suggested Source for a particular base proposal or for an optional equipment item? How will this be evaluated and scored by the committee? Is it a pure pass/fail, or would points be lost, or could points be gained? Please clarify.	All bidders shall be evaluated based on what they submit. The bidder that omits parts or sections of the requirements, may be disqualified.
26	Schedules B, F & G	N/A	General Question: This came up during the preproposal conference. What if a proposer chooses not to offer either a particular floor plan, or a particular Equipment Option? How will this be evaluated and scored by the committee? Is it a pure pass/fail, or would points be lost, or could points be gained? Please clarify.	All bidders shall be evaluated based on what they submit. The bidder that omits parts or sections of the requirements, may be disqualified.
27	Schedule B, C. 3) a.	53	This section states in part: " Tests shall be performed on all classes of buses." In some respects this sentence is in conflict with Section 7) e. on page 55 requiring that the largest size pilot bus, assuming a contractor is awarded both classes of vehicles. Please amend to read: " Test shall be performed on largest size pilot bus awarded to contractor." Schedule G Pricing only asks for the two optional AC systems and does not differentiate between Class 1 and Class 2, so the HVAC system will need to be quoted assuming the largest size Class 2 bus. Please clarify and address.	Certification testing shall be completed on each Class and style pilot bus produced by each contract awardee. Class I & II metal cage and Class I & II FRP buses. Pilot buses shall be the largest of each style and Class.
28	Schedule B, C. 7) e.	55&56	Please clarify; "and granted/approved exceptions." This is new language from the previous Small Bus procurement a few years ago. What exceptions is the State referring to and when are these exceptions granted or approved?	"Granted/approved exceptions" are determined during Q&A period as established in the State's answers.
29	Schedule B, 7) f. Emergency Exit Latches	12	Please approve Emergency Window latches on bottom. See photo below. Our window supplier over the years has made product improvements and relocated the switches from the side to the bottom and back again. They are the experts on window design and are accountable to us for associated warranty and performance. It would be non-standard and costly to require a redesign. Please approve our standard emergency windows that meet FMVSS 217 and comply with warranty and performance requirements. If windows are exercised at preventive maintenance intervals as required latches will not seize up. 	Denied - Specification to remain as specified.
30	Schedule B, 54) i. Switches	35	Please note, that while the Ford dash and console lighting are dimmable, the lit body switches are not dimmable. They are lit but light intensity cannot be adjusted. Please approve.	Denied - Specification to remain as specified.
31	Schedule B, 56) a. ix. Servicing & Charging Ports	37	Our service/charging ports are not accessed from under the hood. Our servicing/charging ports are accessed from under the "dog house"/the easily removable formed panel located on the inside of the bus that provides access to the engine/transmission. We believe that it is better to access AC ports on the inside of the bus where technicians can take temperature readings on the bus interior while viewing gauge pressures, instead of having to view gauges under the hood and interior temperatures. Please approve.	Denied - Specification to remain as specified.

32	Specifications 3-b door stops	8	Doorstops are not required with an A&M door. The door stop is incorporated within the door system. Please remove this requirement.	Approved - the physical door stop is eliminated if the door system has an internal stop.
33	Specifications U- i Alt. Engine	46	The GGE capacities are missing in this section. They are listed on the Schedule G Pricing which is good for the dedicated systems but please add 24 usable gallons minimum for Bi-Fuel systems.	Approved - the State will add a minimum 24 GGE for the bi-fuel systems to the specifications and the price sheet
34	Schedule G - Pricing	Options	Please add option lines for the Bi-Fuel systems for Class I LPG 24 GGE & Class II LPG 24 GGE Please label the 40 and 64 GGE systems as dedicated. NOTE:	Approved - the State will add pricing lines for bi-fuel to both Class I and Class II and label the large capacity (40 & 64 GGE) as dedicated systems.
35	Specifications 48 - Tires	31	Due to the OEM chassis manufacturers occasional changing of the brand of tires they are supplying/offering on their chassis, please add "OEM Supplied" to the suggested sources. The chassis OEM will always have an appropriately rated tire on their chassis GVWR regardless of brand and they will meet or exceed the specified ratings listed.	Approved - MDOT shall accept the OEM supplied tires provided they meet the GVWR requirements and they meet the State specifications.
36	Specifications 6 – B Flooring	10	Please note that Gerflor Tarabus is listed as an approved flooring but it does not use aluminum oxide or color quartz in their flooring. Tarabus is a homogenous floor and has a pure 100% compact PVC wear layer. Gerflor uses no fillers such as chalk or quartz that can weaken the floor to eliminate the chance for cracking. Tarabus has silicon carbide and emboss that makes the floor highly slip resistant and ADA compliant. The silicon carbide chips are stronger and won't discolor in the sunlight. Gerflor Tarabus meets all of the other requirements. Color quartz is not typically used in transport flooring so we respectfully request that this part of the aforementioned section "with aluminum oxide and color quartz grains throughout the thickness" be removed from the specification.	Denied - Specification to remain as specified.
37	Specifications 5-d Interior	10	Please allow for Class I only a minimum interior ceiling height of 75" minimum.	Approved - the State will accept a 75" ceiling height at the center of the aisle.
38	Specifications – 54- i Safety Items	33	Please add Grote and Optronics to the approved suggested sources.	Approved - Any strobe light will still need to meet the "low-profile, voltage regulated non-PCB product with direct overmold plastic and no air gap construction LED " requirement.
39	Specifications – 27-h lift	25	The 37" lift can be accommodated however please acknowledge that because of its dimensions and the dimensions of the lift door being larger, it may in some floor plans affect seating and possibly hip-to-knee rations on some MDOT standard floor plans.	Acknowledged - the State accepts that in certain floor plans the larger lift platform could alter the seating charts, bidders shall, identify the floor plans affected at time of bid.
40	Specifications - m- iii	46	Please add MORYDE 7401630H to suggested sources	Approved - State will accept MORryde as a suggested source, the specific model number is not accepted.
41	Alternate Approval for Restraints	Page 27 & Page 42 – M - i	Please add: vi i Suggested sources: Q'Straint model QRT 360; Sure-Lok Titan 800 WC-18 series, AMF-Bruns model Platinum Series WC-18 (Flanged "L" style track, Q'Straint, Sure-Lok – Omni aluminum 6061-T6 or equivalent with matching end caps OR AMF-BRUNS Aluminum L-track, 6082-T6 with matching end caps.)	Accepted - AMF Bruns will be listed as a suggested source as it has on the Medium Bus contract.
42	All		As scheduled in the previous 2019 MDOT Medium Duty RFP, please include a Round 2 period for questions and answers. We fully expect more questions to arise after MDOT responds to the questions due 2/8/21. Our request is limited to follow up of round 1 questions and answers only.	Please see Addendum 1 Instructions.
43	Schedule A 4.2 B	7	States "If the chassis manufacturers OEM standard equipment pricing increases...." Request that MDOT also include all chassis equipment specified in the base bus as well as specified optional equipment, i.e. limited slip differential, driver's power seat base, alternate fuel gaseous prep package.	Requirements for Schedule A, 4.2 B. shall pertain to OEM standard equipment pricing and OEM options.
44	Schedule B B. 1) e.	4	Request removing the requirement for caulk to be painted on the base white bus if Soudal caulk is used. This caulk does not yellow with exposure to UV rays and eliminates needs for costly painting that is not required. SEE ATTACHMENT 1	Denied - Specification to remain as specified.
45	Schedule B B. 4) a.	9	Request MDOT add galvanized for stepwell construction. This is consistent with galvanized specified B. 1) b floor structure and wheel wells.	Denied - Specification to remain as specified.
46	Schedule B B. 6) a.	10	Request approval for ¾" Marine Tech plywood floor. This is a widely used and cost effective material in the shuttle bus market that also meets spec. Also, MDOT approved for the 2019 Medium Duty RFP. SEE ATTACHMENT 2	Approved, the State will accept Marine Tech plywood as long as it meets or exceeds the specification.
47	Schedule B B. 11) a.	13	Specifies "Front mud flaps shall be no-drill OEM and rear shall be rigid plastic type mud flaps." The Ford does not offer any type of OEM front mud flaps. For the body manufacturers, it is impossible to attach currently available front mud flaps with out drilling. Please delete no-drill and OEM from the spec. Or, if you have another non Ford OEM source please advise the source and product specifics.	Clarification - Front mudflaps shall be OEM if available. If no OEM mudflaps are available, the front shall be installed without the use of self-drilling/tapping screws, but using bolts and nuts.
48	Schedule B B. 13) a.	14	Please approve Z Technologies Z Guard 9902 STAR wax based undercoating that provides superior corrosion protection and stone impingement. MDOT approved for 2019 Medium Duty RFP. SEE ATTACHMENT 3	Approved, the State shall accept Z Technologies Z Guard as long as it meets or exceeds specifications.

49	Schedule B B. 13) b.	14	Please delete this specification to "rustproof" the inside of tube from the top of the window down on sidewalls. It is not necessary to protect against internal corrosion since the specifications already call for steel treated with a corrosion resistant coating. The galvanization process coats the inside of the steel tubes as well. Additional treating inside the tubes is a messy and time consuming aftermarket secondary procedure. This adds excessive cost that is not needed since the manufacturer warrants construction of the body against corrosion caused failures.	Denied - Specification to remain as specified.
50	Schedule B B. 16) a.	15	The G2E is an old model designator and suggest the spec be changed to the current model G2ELP. SEE ATTACHMENT 4	Approved - The State will accept model number G2ELP as a suggested source.
51	Schedule B B. 16) g.	16	Specifies: "The first double seat, aisle side, on the curb side of the bus shall have an integrated child restraint seat capable of safely carrying children of 22 to 50 pounds." This is not possible on the following floor plans: All Class 1 as there are not any curb side double seats Class 2 8+2 since there is not a forward facing double seat, there is not an aisle side seat 6+2 since all curbside seats are foldaway seats and ICS are not available on foldaways Please clarify if these floor plans are to have ISC and if yes, specify locations	Approved - the State will accept the Integrated Child Restraint seat on the aisle seat, driver's side only on the Class I bodies and the Class II 8+2 and 6+2 as there are no double front facing seats on the curbside.
52	Schedule B B. 22) a. B. 22) g. B. 54) i.	20 21 33	In all 3 sections,, specifies "shall be non-PCB product with direct overmold plastic and no air gap construction ". All 3: non PCB, direct overmold plastic, and no air gap construction are new specs we have never seen before. We contacted all of the suggested sources in section g. page 21 and every one of them advised they do not offer any lights that meet the 3 criteria. Please either remove the 3 criteria from the specs in the 3 sections or provide a source that can meet the spec. Also note that even if there is a source that meets the spec, that our partner bus manufacturer, and probably others as well, have not evaluated form, fit, function or FMVSS compliance of a newly sourced product into their design, and most importantly would not have been tested. Lastly, if there is a new source, the other manufactures MDOT lists would not be able to participate since they do not offer a product that meets this.	Innotec is the suggested source and will be added to sections it is missing. https://www.innotecgroup.com/led-lighting/#sigMark
53	B. 22) c.	20	Request approval to use LED marker lights that are rectangular in shape, surface mounted and recessed for protection. Lights meet all FMVSS requirements. See attached pictures and supporting documents of the lights proposed. Lights are manufactured by Optronics and is a suggested source, just not 2" diameter. MDOT approved for the 2019 medium duty RFP. SEE ATTACHMENT 5	Approved - Any light will still need to meet the "low-profile, voltage regulated non-PCB product with direct overmold plastic and no air gap construction LED " requirement.
54	Schedule B B. 24) a.	22	Specifies: "... window openings (maximum clearance of ¼" around the frame, 1/8" on each side)." Please change 1/8" to 3/16" on each side which is consistent with B. 1) h. where it specifies 3/16". MDOT approved 3/16" on each side for the 2019 Medium Duty RFP. Denial of this request would cause us to NO BID.	Approved, the State will accept 3/16 inch maximum clearance on each side of windows as long as proper seal can be achieved.
55	Schedule B B. 28) c. i & 5	27	Section i. specifies "A wheelchair restraint storage system shall be positioned under the foldaway seats AT each wheelchair space. " Section 5. specifies TDSS. Class 2 Floor plans 8+2 and 10+2 do not have a foldaway seat AT the curbside wheelchair locations. Can the TDSS be wall mounted at the curbside position? Or, please clarify if the curbside TDSS for these floor plans can also be located on the driver side foldaways. Or if you want something else please clarify.	Approved - the State will allow the TDSS to be mounted on the curbside wall or the driver's side foldaway seats. Position shall be determined by ordering entity.
56	Schedule B B. 32) a. & b.	28	Ford offers two engine calibrations on the new 7.3L engine, economy & premium. Note that Ford's standard engine for the E-Series shuttle bus package is the premium. Also note the specs on the two new 7.3L Engines: Economy 300HP @ 3750 RPM / 425 Lb.-Ft @ 3250 RPM (replaced old 6.2L) Only rated at 14,000 GVWR Premium 350HP @ 3900 RPM / 468 Lb.-Ft @ 3900 RPM (replaced old 6.8L) Rated at 14,500 GVWR The premium has greatly enhanced performance For current model year 2022, the Premium cost is only \$300 more than Economy For the Class 1, is the economy engine acceptable since it meets the GVWR spec? For the Class 2, we request the spec be clarified to state that it requires the Premium engine since it is the only engine that meets the min 14,200 GVWR spec.	Acknowledged, the engine calibrations shall be for the appropriate GVWR.

57	Schedule B B. 34)	28	Suggest MDOT specifies caster / camber kit must be included. This is essential for proper alignment and to ensure the +/- 0 .1 degree. The kit will also maximize mileage between alignments and will be beneficial for all future alignments.	Acknowledged - the State requires the alignment be adjustable to within +/- 0.1degree so the caster/camber kits shall be standard to assure that can be met.
58	Schedule B B. 37) a.	29	Specifications call for batteries rated at 950 CCA minimum. The batteries supplied by the OEM chassis manufacturer (Ford) are both rated at 750 CCA. We see no need for 950 CCA batteries in a gas engine. There are no other options available from the OEM chassis manufacturer and we therefore request that the spec be changed to 750 CCA minimum. These batteries are also warranted by Ford.	Approved - the State will accept OEM battery CCA at no less than 750.
59	Schedule B B. 55) i.	34	Request constant solenoid be deleted, or approve Intermotive Flex Tech which does not use a solenoid. Flex Tech is the new standard for the shuttle bus manufacturing industrial. Not approving Flex Tech may result in a NO BID. FlexTech also keeps cost down and adds greatly enhanced configurability & functionality.	Approved - the State will accept either the Intermotive Flex Tech or the constant solenoid as long as it performs the functions described in the specification.
60	Schedule B B. 55) j.	35	While the Ford OEM dash lights are dimmable and the interior lighting itself can be dimmable, the body installed lighted switches are not dimmable. Please approve non dimmable body switches. Denial would cause us to No bid.	Denied - Specification to remain as specified.
61	Schedule B B. 56) a. v.	36	Specifies " Condensers: The rear system's condenser shall be roof mounted (<u>10"</u> or less in height)". Note that one of the suggested sources is Trans/Air Please and their system is 10.45" high. Considering the multiple number of sources, and as equipment may change over time, please approve 11" or less.	Approved - the State will accept 11" or less in height for roof mounted air conditioning condensers.
62	Schedule B B. 56) c. ii.	39	The Webasto Thermo Top C heater referenced as suggested source is no longer available. It has been replaced by the Thermo Top Evo. It meets the specs with exception of the 2.6 gallons per minute flow rate. Per conversatio with Webasto, the Thermo Top Evo flow rate is 119 gallons per hour/1.98 gallons per minute. Please approve Webasto Thermo Top Evo. SEE ATTACHMENT 6	Approved - the State will accept Webasto Thermo Top Evo provided it can meet all specification requirements.
63	Schedule B B. 56) L. ii	42	To meet the intent of the 800 lb. requirement, the lift would be a Braun Century 2. This does not come in a 37" wide and the maximum available width is 34" - see page 4 of PDF "NCLCentury-2". Please accept 34" or delete this option. SEE ATTACHMENT 7	Approved - the State will accept a 34' wide 800 pound capacity wheelchair lift. If a larger usable platform lift becomes available, awardee shall provide that lift in the future.
64	Schedule B B. 56) L. iv	42	As correctly specified by MDOT, the Braun folding platform is the Vista 2. However, the maximum max width for the Vista 2 is 34" - see page 4 of PDF "NVLVista-2". Please accept 34" or delete this option. SEE ATTACHMENT 8 The KlearVue K-5005 MDOT listed as an option is only a 31" platform width. They also offer the K-5510 which is a bit wider, but is still only 33". See page 4 of PDF "RiconTitaniumKlearVue". SEE ATTACHMENT 9 We also recommend you re-evaluate even offering the Ricon since it does not meet Buy America and Ricon has had serious commercial issues the last 5 years. Our understanding is that many bus manufactures will not use Ricon due to their issues.	Approved - the State will accept a 34" usable width platform.
65	Schedule B B. 56) L. v	42	The only other 1,000 lb. lift beside Braun is the Ricon S & K Series. As noted above, the max width K Series is 33". The S Series maxes out at 34". Since neither of these meet the width spec, and because Ricon no longer meets Buy America and has had serious commercial issues the last 5 years, we will only quote Braun. Our understanding is that many bus manufactures will not use Ricon due to their issues, and for all these reasons we encourage you to delete this option.	Approved - the State will accept a 34" usable width platform.
66	Schedule B B. 56) q.	45	Requested approved equal for Ultra Heat. SEE ATTACHMENT 10	Approved - the State will accept Ultra Heat as a suggested source provided it meets the specifications.
67	B. 56) s. i	46	As specified in 17) c. on page 16, the specified seats are 17.5" minimum. The Class 1 floor plans will not allow 5 seats across the back as the available interior width is approximately 81". The width of 5 seats total is 87.5" which is 6.5" larger than the interior bus width. Please add to the spec that this is for Class 2 only.	Acknowledged - the State will accept 5 seats will not fit across the rear of the Class I buses. Standard width seats shall be provided.
68	B. 56) u. i	46	There are two types of fuel fill ports, slow fill and fast fill, and are different costs. Please specify what type of fuel port is required, slow fill or fast fill.	Clarification - the State uses a fast fill EURO style fill port.
69	B. 56) u. ii.	47	We have spoken to all of the MDOT suggested sources for the auxiliary heater systems for both the aux coolant heater and aux air heater. We have also spoken to other sources not listed by MDOT. All of them have advised they do not offer systems that are CNG or LPG fired. Please either delete this requirement, or provide a source that does offer these systems.	Clarification - If an auxiliary air or coolant heater is available for CNG or LPG it shall be provided.

70	B. 56) x	47	<p>We have spoken to Rosco and there is no single camera that meets these criteria. Based on direction from Rosco, please change as follows:</p> <p>150 degree field view of camera (exceeds the 130), dust water rating of IP69K, built in microphone, shock rating of 50g @11ms (vs. 100g in specs) and vibration rating 2@ 10hz-1,0000Hz (vs. 10g in specs.) with a two year warranty (vs. one year in specs). This is a newer model camera. SEE ATTACHMENT 11</p>	Clarification - the State will accept a 130 degree field view minimum, IP69K dust/water intrusion rating minimum, built-in microphone, shock rating of 50g @11ms (vs. 100g in specs) minimum and vibration rating 2@ 10hz-1,0000Hz (vs. 10g in specs.) minimum with a two year warranty minimum.
71	Schedule D / VI Schedule B / AA		Flooring. Request that MDOT add lines for quoting optional flooring materials that meet spec. Like many other types of equipment, flooring also has several options, and it would only be fair to offer the same for flooring.	Approved - the State will add an optional flooring manufacturer to the price sheet and options section of the specification
72	Sigma Website		<p>On the SIGMA solicitation page under the tab Lots/Lines, there are 2 Lines:</p> <ol style="list-style-type: none"> 1. AUTOMOTIVE ACCESSORIES FOR AUTOMOBILES, BUSES, TRAILERS, TRU 2. COACH, TRANSIT (MINI) CONVENTIONAL <p>After clicking "Respond Online" and then the tab "1 Respond To Lines", both lines appear again. This is confusing, as the 2019 MDOT RFP for Medium Duty did not have 2 line items. Is line 1 Automotive Accessories part of this RFP, and if yes, what are the differences as to how we respond to Line 1 vs Line 2?</p>	Both items are Commodity codes used for the solicitation to notify potential bus manufacturers and bus equipment suppliers related to bus manufacturers. Upon award of a contract, one of the commodity codes will be used as the commodity line to order buses. Normally you would click on one line and respond, then click on the other line and respond. If you have questions, please contact the State of Michigan (SIGMA VSS) Support Center at SIGMA-Vendor@Michigan.gov or by calling 517-284-0550. The State of Michigan SIGMA VSS Support Center office hours are 7:00 AM until 5:00 PM EST, Monday - Friday.
73	Sigma Website		In tab "1 Respond To Lines", do we enter \$0.00 for Unit Price and then note in the Comments Box "See Schedule G - Pricing"?	SIGMA may require that the vendor provides a number to complete the section. Since we are evaluating pricing from the completed Schedule G, the number you enter is irrelevant.
74	B.1.e	4	Please remove the requirement for caulk to be painted on the base white bus if Soudal caulk is used. This caulk does not yellow with exposure to UV rays. A TDS is attached on this product. SEE ATTACHMENT 12	See response to question #44
75	B.13.a	14	Please approve Z Technologies Z Guard 9902 STAR wax based undercoating that provides superior corrosion protection and stone impingement. Data sheets are attached. SEE ATTACHMENT 13	See response to question #48
76	B.13.b	14	Please delete this specification to rustproof the inside of tube from the top of the window down on sidewalls. It is not required to protect against internal corrosion, if galvanized tubing is used. The manufacturer warrants construction of the body against corrosion caused failures.	See response to question #14
77	B.19.a	17	Please accept the Freedman Featherweight standard black fireblock material for the bottom of the seat base.	Approved, the State will the use of black fireblock material on the bottom of seating only. Backs shall remain as written.
78	B.22.c	20	Please accept our standard LED marker lamps which are 4" x 7/8" and fit into our fiberglass cap. These lamps meet all appropriate FMVSS regulations. SEE ATTACHMENT 14	Approved - LED lights shall meet lighting requirements of being overmolded with no air gap.
79	B.55.i	34	Please require the solenoid only if the Intermotive FlexTech programmable electronic circuit panel is not used. The FlexTech system uses relay controls in lieu of a solenoid. Solenoids are prone to failure and not needed when using electronic circuit panels. Please refer to attached information on th FlexTech system. A body disconnect switch can be added to disconnect body circuits if desired. SEE ATTACHMENT 15	See response to question #59