CHARLOTTE AREA TRANSIT SYSTEM – City Procurement

Addendum # 3  BUS PROCUREMENT PROJECT
RFP # 269-2020-883

To: All Prospective Proposers
Date: 7/24/2020
Subject: Addendum 3 – RFP # 269-2020-883 – Bus Procurement Project

Please review the updated dates, approved equals, questions, and Exhibits A (Gillig Questions), B (New Flyer Questions) and C (Nova Questions).

- Proposal Due Date:  Friday, September 11, 2020 at 5:00 p.m.

Approved Equal Request:

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<tr>
<th>Section</th>
<th>Current Requirement</th>
<th>Luminator Request</th>
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| TS 83.1 Video Surveillance System (Page 167) | Vehicles shall include an On-board Digital Video Surveillance System capable of supporting up to twelve (12) analog cameras and up to thirty-two (32) IP cameras. | Based upon the camera requirements also listed on page 167 (“Eight (8) IP Cameras…””) Will CATS approve as an equal the RoadRunner 4K system, which supports up to sixteen (16) IPS cameras, and meets or exceeds the remaining specifications in this section?  
A. Not approved. |
| TS 83.1 Video Surveillance System (Page 168) | The HVR shall have the ability to record twelve (12) analog channels and up to thirty-two (32) IP cameras via optional TSI network switches.  
| TS 83.1 Video Surveillance System (Page 168) | The HVR shall be capable of recording up to (32) channels of digitized audio via external IP cameras with integrated microphones. | Following the previous request, will CATS approve the RoadRunner system as equal, therefore not requiring the system to be fully compatible with TSI software suite? The RoadRunner system software suite  
A. Not approved. |
| TS 83.1 Video Surveillance System (Page 167) | The system must be fully compatible with CATS existing Transit Solutions (TSI) Nexview software suite. | Following the previous request, will CATS approve the RoadRunner system as equal, therefore not requiring the system to be fully compatible with TSI software suite? The RoadRunner system software suite  
A. Not approved. |
Questions: Answers in red below.

1. So despite the first Addendum calling out 60’ articulated buses, the (11) base units and (188) options called out in the specification will all be 40’ hybrid buses?
   A. At this time, the (11) base units 40’ hybrid is accurate for the first year, that is the most accurate information at this moment. However, we must reserve the right to change based on needs of the organization.

2. Is the Allison FLEX EV™ Base system considered an “approved equal” for the (188) option buses?
   A. No. CATS specification remains, bidders may submit as an option if they choose.

3. Is the current Allison H40EP™ system (that CATS operates exclusively) considered an “approved equal” for the (11) base units?
   A. No. CATS specification remains, bidders may submit as an option if they choose.
      a. All OEM’s will be able to build buses with this hybrid system through the end of 2021

4. Can I be added to your distribution list, as I had to receive this Addendum from a colleague – I wasn’t included in your list of Pre-proposal attendees
   A. Yes

5. Section TS 74.
   Please disregard the need for a farebox. We do not need one. Buses just need to be pre-wired as mentioned in the section.

6. TS 31.1
   No proposer will be required to provide tire air pressure monitoring.
EXHIBIT A: Gillig Questions
CER 2. Request for Pre-Offer Change or Approved Equal

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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus Procurement Project
ATTN: John Larson
Charlotte Area Transit System
600 East Fourth Street, 9th Floor
Charlotte, NC 28202

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<tr>
<td>Proposer:</td>
<td>Training</td>
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Customer Specification Requirement:

As part of the maintenance-training program, one (1) complete set of all special tools and test equipment necessary to service and maintain each bus system shall be provided at the time of delivery of the first production bus. Special tools are defined as those not readily available from an industry standard tool supplier, such as Snap-On or Matco.

Question, Clarification or Approved Equal:

GILLIG requests approval to supply a recommended spares and tooling list as a separate line item for any related tools to this build as a way to help keep the cost of the bus down as some tools may or may not be needed. Furthermore, based on past experiences typically most mechanics and/or maintenance personnel already have some of these tools and it is better to purchase separately on an “as needed” basis.

Agency Action:  
☑ Approved  
☐ Denied  
☐ See Addendum  
☐ See response below  

Agency Response:
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<tr>
<td>RFP Section:</td>
<td>Overhaul Shop Training</td>
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**Customer Specification Requirement:**

The Agency’s Instructors would be allowed to train and administer the relevant testing to allow membership and full benefits to certification programs offered by the vendor such as “Detroit Diesel Guild” Cummins Virtual College Program. The cost of factory training and certification of Six Agency Maintenance Instructors is borne by the Contractor. The Agency retains responsibility of its personnel undergoing its FIC training.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide separate lines on the Price Sheet to keep the training and training aid costs separate from the base price of each coach.

GILLIG also advises that we will provide an itemized list of all training and aids to be supplied.

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<tr>
<td>RFP Section:</td>
<td>Fire Protection</td>
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**Customer Specification Requirement:**

A fire sensing and suppression system shall be provided to monitor the engine compartment with no less than three (3) temperature sensors and sufficient monitoring of other areas where fire hazard exists. An optical infra-red flame detector shall be provided to monitor the engines turbo charger and surrounding area.

**Question, Clarification or Approved Equal:**

GILLIG request approval to delete the requirement for an optical flame sensor and in lieu provide Amerex's industry standard 350' heat detectors. This is the standard offering from Amerex and is also consistent with buses previously delivered to the Agency.

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**Agency Response:**

Acknowledged.
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<td>Operating Range</td>
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Customer Specification Requirement:

The operating range when run on the Altoona Test cycle shall be at least 400 mi (560 km) or 20 hrs with full fuel capacity.

Question, Clarification or Approved Equal:

Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors beyond the manufacturers control, GILLIG requests concurrence that the mileage as specified by the Agency is an expected mileage range goal, and not a guaranteed minimum by the manufacturer.

Agency Action:  
- [ ] Approved
- [x] Denied
- [ ] See Addendum
- [x] See response below

Agency Response:
Acknowledged.
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Customer Specification Requirement:

The operating range of the coach when run on the design operating profile “Design Operating Profile” shall be at least 500 mi on a full tank of fuel.

Question, Clarification or Approved Equal:

Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors beyond the manufacturers control, GILLIG requests concurrence that the mileage as specified by the Agency is an expected mileage range goal, and not a guaranteed minimum by the manufacturer.

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Agency Response:

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<td>Proposer:</td>
<td>DIESEL FUEL ECONOMY</td>
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<td>RFP Section:</td>
<td>Page: 22</td>
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<td>Customer Specification Requirement:</td>
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<td>The bus shall achieve an average fuel economy of 4.50 miles per gallon when run on the Transit Bus Duty Cycle loaded to SLW. Reference SAE J1376, Fuel Economy Measurement Test (Engineering Type) for Trucks and Buses.</td>
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| Request #: |  |  |
| Proposer: | GILLIG LLC |  |
| RFP Section: | HYBRID FUEL ECONOMY |  |
| Page: | 22 |  |

**Customer Specification Requirement:**

The bus shall achieve an average fuel economy of 6.00 miles per gallon when run on the Transit Bus Duty Cycle loaded to SLW. Reference SAE J2711, Fuel Economy Measurement Test (Engineering Type) for Trucks and Buses.

**Question, Clarification or Approved Equal:**

Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors beyond the manufacturers control, GILLIG requests concurrence that the mileage as specified by the Agency is an expected mileage range goal, and not a guaranteed minimum by the manufacturer.

| Agency Action: |  |  |
| Approved |  |  |
| See Addendum |  |  |
| Denied |  |  |
| See response below |  |  |

**Agency Response:**

Acknowledged
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| Request #: |  |
| Proposer: | GILLIG LLC |
| RFP Section: | Engine Cooling |
| Page: | 26 |

Customer Specification Requirement:

The radiator and charge air cooler shall be of durable, corrosion-resistant construction with bolted-on removable tanks.

Question, Clarification or Approved Equal:

It has been brought to GILLIG’S attention by Modine that some of the radiator spec info in this bid specifies “bolted-on removable tanks” which is outdated technology and is in reference to when transit bus cooling systems used CuBr bolted radiators. For the past decade transit bus applications have been utilizing aluminum radiators / charge air coolers where the tanks are crimped-on or welded-on (non-removable).

GILLIG and Modine request approval to provide their Frameless EFAN cooling module which is also consistent with the Agency’s current model production vehicles being delivered.

| Agency Action: | ☒ | Approved |
| | ☐ | See Addendum |
| | ☒ | Denied |
| |  | See response below |

Agency Response: Acknowledged
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Customer Specification Requirement:

Cooling fan system should be EMP mini hybrid thermal management system or. Deviation

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Agency Response: Acknowledged
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<tr>
<td>RFP Section:</td>
<td>Actuators</td>
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<td>Addendum#1, Pg 100</td>
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Customer Specification Requirement:

A Components Concept BD100102B warning chime or Deviation, shall sound at the rear doors for two (2) seconds upon initiation of the door close command (Component Concepts Inc., P.O. Box 370055, West Hartford, CT 06137-0055, 860-523-4066).

Question, Clarification or Approved Equal:

GILLIG request approval to delete the requirement for a Components Concept BD100102B warning chime from the base vehicle cost and instead provide option pricing on the Price Pages.

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Agency Response:
Acknowledged and approved as long as the driver has a means to identify if the rear door is closed
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| Request #: | GILLIG LLC |
| RFP Section: | Actuators |
| Page: | Addendum#1, Pg 100 |

Customer Specification Requirement:

An interior mounted green warning light, visible to passengers inside and outside the bus, shall flash for two (2) seconds upon initiation of the door closed command. The visual warning light operation shall be synchronized with the operation of the audible warning device.

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that the interior mounted green warning light on our vehicle burns solid once activated.

Agency Action: □ Approved □ See Addendum □ Denied □ See response below

Agency Response: Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Lift</td>
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Customer Specification Requirement:

The ramp and mechanism shall be protected from collision damage, damage from curbing the bus, corrosion, the entrance of water, sand and salt and objects deflected from the right of way.

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency of a few exceptions to the Lift-U LU18 wheelchair ramp:

*LIFT-U cannot protect the ramp from collision and curbing because these operations are out of our control.

*The LU18 is manufactured out of stainless steel and powder coated for corrosion resistance. We cannot guarantee “no corrosion” because everything deteriorates with time.

*The belly pan is designed to minimize the encroachment of debris into the ramp. The LU18 design minimizes clearances (gaps) for mechanism operation but cannot guarantee any entrance of objects into the ramp. Cleaning the ramp module during preventative maintenance will ensure optimal ramp performance.

*LU18 electrical enclosure and components are watertight. The ramp frame is also supplied with weep holes to allow for water drainage.

GILLIG requests concurrence.

Agency Action: [ ] Approved [x] Denied

Agency Response: Acknowledged
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<td>Ramp Operation</td>
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**Customer Specification Requirement:**

The four-way hazard warning lights shall be automatically activated when the ramp master switch is in the enabled or on position at the operator’s console.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to delete the requirement for the four (4) way hazard warning lights to be automatically activated when the power switch for the wheelchair ramp is turned on.

In accordance with NHTSA the hazard warning signal system must be activated and deactivated by the driver and not by automatic means.

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**Agency Response:** Acknowledged
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<td>Gillig LLC</td>
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<td>RFP Section:</td>
<td>Ramp Operation</td>
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<td>Page:</td>
<td>Addendum#1, Pg 103</td>
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#### Customer Specification Requirement:

A guarded master switch in the operator’s console shall disable ramp operation. The controls shall be simple to operate with no complex phasing operation required and should be integrated with the bus kneeling system to insure minimum ramp slope to street level.

#### Question, Clarification or Approved Equal:

Gillig requests approval to provide individual toggle switches to activate the front door kneeling system and wheelchair ramp, rather a combined switch.

A single dash mounted three-position toggle switch will activate the stow & deploy feature of the wheelchair ramp, once the front entrance door is opened.

And a single three-position toggle switch will activate the kneel & raise feature.

This is standard configuration on the Gillig Low Floor coach.

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**Agency Response:** Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus Procurement Project
ATTN: John Larson
Charlotte Area Transit System
600 East Fourth Street, 9th Floor
Charlotte, NC 28202

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<tr>
<td>RFP Section:</td>
<td>Interior Circulation</td>
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**Customer Specification Requirement:**

Maneuvering room inside the bus shall accommodate easy travel for a passenger in a wheelchair from the loading device and from the designated securement area. It shall be designed so that no portion of the wheelchair protrudes into the aisle of the bus when parked in the designated parking space(s). When the positions are fully utilized, an aisle space of no less than 20 in. shall be maintained.

**Question, Clarification or Approved Equal:**

In the event that both wheelchair securements are being utilized, GILLIG request approval to provide an aisle with no less 8.5". This number is based on clearances required by ADA of 48" x 30" of clear floor space.

GILLIG request concurrence.

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<tr>
<td>RFP Section: Rear Destination Sign</td>
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<td>Page: Addendum#1, Pg 105</td>
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Customer Specification Requirement:

Rear destination sign housing should be recessed inside rear panel behind glass cover.

Question, Clarification or Approved Equal:

GILLIG requests approval to surface mount the rear destination sign on the HVAC panel. Unfortunately due to the size of the components located behind the panel where this sign is located recess mounting is prohibited.

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Agency Response:
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600 East Fourth Street, 9th Floor
Charlotte, NC 28202

Request #:  
Proposer: GILLIG LLC  
RFP Section: Interconnection Cables  
Page: Addendum#1, Pg 105

Customer Specification Requirement:

The destination sign system on the bus shall be re-programmable with the use of an industry standard Flash PC-Card. A hardware/software package necessary for wireless message transfer shall be provided to generate message lists for the destination sign system. If using the PC-Card, a software package necessary to program PC-Cards shall be provided with five PC-Cards included.

Question, Clarification or Approved Equal:

GILLIG requests approval to supply a recommended spares and tooling list as a separate line item for any related tools to this build as a way to help keep the cost of the bus down as some tools may or may not be needed. Furthermore, based on past experiences typically most mechanics and/or maintenance personnel already have some of these tools and it is better to purchase them separately on an “as needed” basis.

Agency Action:  
☑ Approved  
☐ Denied  

Agency Response: Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>Route Number Sign</td>
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<td>Page:</td>
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Customer Specification Requirement:

An electronic three-digit letter or number sign assembly shall be installed on the dash near the entrance door. The sign shall have a minimum of 14 rows x 36 columns.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a front run sign with 12 rows X 40 columns. The is the standard size sign offered by TwinVision.

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| Denied | ☒

Agency Response: Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>Passenger Information and Advertising</td>
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**Customer Specification Requirement:**

Provisions shall be made on the rear of the driver’s barrier or equipment box located on the wheel well for a frame to retain information such as routes and schedules.

**Question, Clarification or Approved Equal:**

GILLIG request more information on the type of card holder the Agency requires the bus manufacturer to include in the base vehicle cost.

Please provide the following:

- **Manufacturer:** ______ Transit Information Products.
- **Model Number:** ______ # OBIC 19/17.25 4P______

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**Agency Response:** We currently use card holder above
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>RFP Section:</td>
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<td>Addendum#1, Pg 107</td>
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**Customer Specification Requirement:**

A passenger “stop requested” signal system that complies with applicable ADA requirements defined in 49 CFR, Part 38.37 shall be provided. The system shall consist of a touch tape, chime, and interior sign message. The touch tape shall be accessible to all seated passengers, with provisions for standees. It shall be easily accessible to all passengers, seated or standing. Vertical touch tape shall be provided at each window mullion and adjacent to each wheelchair parking position and priority seating positions.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide a pullcord passenger signal chime system, in lieu of the system specified. The pullcord is mounted mid-window at the passenger windows with vertical cords placed at each window mullion. Also included with this system are 3.5" x 7" touch pads at both wheelchair restraint locations.

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**Agency Response:**
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RFP# 269-2020-883, Bus Procurement Project
ATTN: John Larson
Charlotte Area Transit System
600 East Fourth Street, 9th Floor
Charlotte, NC 28202

| Request #: | GILLIG LLC |
| Proposer: | Passenger Stop Request/Exit Signal |
| RFP Section: | Addendum#1, Pg 107 |

Customer Specification Requirement:

An auxiliary passenger “stop requested” signal shall be installed at the rear door to provide passengers standing in the rear door/exit area convenient means of activating the signal system. The signal shall be a heavy-duty push button type located in the rear door vicinity. Button shall be clearly identified as “passenger signal.”

Question, Clarification or Approved Equal:

GILLIG request approval to delete this requirement from the base vehicle cost and instead provide option pricing on the Price Pages.

| Agency Action: | ✓ Approved | □ Denied |
| Agency Response: | See Addendum | See response below |
CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>Electronics Cabinet</td>
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Customer Specification Requirement:

The electronics cabinet shall be splash-proof when the service door is secured and made of a minimum of twelve (12) gauge stainless steel or fourteen (14) gauge 5052 H32 aluminum construction, suitably reinforced.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide our standard electronics cabinet that is constructed from carbon steel and painted black.

Agency Action:  

- [ ] Approved  
- [ ] See Addendum  
- [x] Denied  
- [ ] See response below

Agency Response: Acknowledged, however, our specification remains the same with regards for the cabinet must be suitably reinforced and splash-proof.
CER 2. Request for Pre-Offer Change or Approved Equal
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| Request #: |  | 
|---|---|---|---|---|
| Proposer: | GILLIG LLC | 
| RFP Section: | Electronics Cabinet | 
| Page: | Addendum#1, Pg 108 |

Customer Specification Requirement:

The cabinet shall provide a minimum of 46 inches of free height that accommodates four shelves of standard nineteen (19) inch electronic racks of eighteen (18) inch depth.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide our standard electronics cabinet that measures: 44"H x 22.5"W x 20"D.

This is the standard size cabinet offered on the GILLIG Low Floor coach and is also consistent with buses previously delivered to the Agency.

| Agency Action: |  |  | 
|---|---|---|---|---|
|☑ | Approved | ☐ | Denied |
| ☐ | See Addendum | ☐ | See response below |

Agency Response:
CER 2. Request for Pre-Offer Change or Approved Equal

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Customer Specification Requirement:

12VDC, 24VDC supplies and a chassis ground shall be provided on three (3) independent terminal strips with a minimum of six (6) terminal mounting locations. Terminal strips shall be clearly identified. Terminal strips and associated wiring shall not interfere with shelf operation.

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that we’ve upgraded our electrical equipment box power requirements and within doing so we eliminated the power strip terminals and replaced them with barrel connectors located on each shelf. Barrel connectors provide a much cleaner and safer installation and is now the new standard on all of our vehicles moving forward.

GILLIG request concurrence of our new standard.

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Agency Response: Acknowledged
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Customer Specification Requirement:

A three (3) inch inside diameter conduit shall connect the cabinet with the main bus wiring harnesses above the streetside lighting fixtures. A 2-1/4 inch inside diameter metallic conduit shall connect the control head and radio control unit with the electronics cabinet.

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for a 2 1/4" metallic conduit routed from the radio box to the radio control head. Due to the bend radius required on the Low Floor coach, GILLIG cannot provide conduit for this part of the installation. In lieu GILLIG will provide the proper cabling and harnesses and route them to their appropriate locations without conduit.

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| Request #: |  |
| Proposer: | GILLIG LLC |
| RFP Section: | Electronics Cabinet |
| Page: | Addendum#1, Pg. 108 |

Customer Specification Requirement:

Diagnostic test ports and ECM interfaces for all of the vehicles systems shall be mounted inside of the electronics locker on a single test panel. The test ports shall be clearly identified.

Question, Clarification or Approved Equal:

GILLIG request approval to provide our standard locations which is one (1) port located at the rear run box in the engine compartment, one (1) port located under the dash at the driver's left knee, and (1) port located in the multiplexing compartment located right above the driver's seat.

| Agency Action: | Approved | Denied |
| See Addendum | | See response below |

Agency Response:
CER 2. Request for Pre-Offer Change or Approved Equal
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<td>Intelligent Transportation System</td>
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Customer Specification Requirement:

Upon review of the driver LED panel, the Agency will request specific signals be wired from the LED panel to the electronics locker via the gateway module. An example of the requested signals will be:

a) Door Open.
b) A/C Fail.
c) Retarder OFF.
d) Low Air.
e) E-Stroke.
f) Check Engine.
g) Stop Engine.
h) Check Transmission.
i) Stop Request.
j) ABS Warning.
k) DPF Warning
l) Engine Compartment Fire
m) Hot brakes
n) Underinflated tires
o) Deployed bike rack

Question, Clarification or Approved Equal:

In reference to this section, GILLIG wishes to advise the Agency that our onboard diagnostic system is compliant with all of the mentioned functions besides two. Our system does not monitor tire pressure or brake temperature. GILLIG requests concurrence of these exceptions.

The noted exceptions are also consistent with buses previously delivered to the Agency.

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Agency Response:

Acknowledged
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Charlotte, NC 28202

| Request #: |  |
| Proposer: | GILLIG LLC |
| RFP Section: | Mobile Radio System |
| Page: | Addendum#1, Pg 110 |

**Customer Specification Requirement:**

Mobile Radio System

A mobile radio system shall be provided for each bus. The radio shall be a Motorola APX 4500 with Sierra Wireless MG90 model, or Deviation to transmit data from Trapeze. The radio shall include an operator speaker, the handset described in Section TS 83.4.2 Handset, and cradle and shall be programmable with multiple channels. A location convenient to the operator shall be provided for the radio control head, speaker, handset, and cradle. The location shall conform to SAE Recommended Practice J287 “Driver Hand Control Reach.”

The system shall be in conformance to the mobile radio system supplier’s instructions. The Contractor shall provide all material required to install the radio system beyond the brackets and harnesses provided by the radio manufacturer. A mobile radio will be provided by the Agency for the pilot bus to allow confirmation of the communications system integration during the thirty (30) day pilot bus testing and demonstration program.

**Question, Clarification or Approved Equal:**

GILLIG request approval to remove the mobile radio requirement from the base vehicle cost and instead provide pre-wiring and mounting provisions in each vehicle and an option price on the Price Pages.

| Agency Action: |  |
| Approved |  |
| Denied |  |
| See Addendum |  |
| See response below |  |

Agency Response
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Communication Antennas</td>
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Customer Specification Requirement:

Provisions for attaching the three Bus Communication System antennas to the roof and routing antenna leads to the communication devices shall include a ¾-inch inside diameter conduit with a pull wire.

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for 3/4” conduits, with pull wires. In lieu GILLIG will provide the proper cabling and harnesses and route them to their appropriate locations without conduit.

Agency Action: ☒ Approved  ☐ Denied

Agency Response:

See Addendum  See response below
CER 2. Request for Pre-Offer Change or Approved Equal
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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus Procurement Project
ATTN: John Larson
Charlotte Area Transit System
600 East Fourth Street, 9th Floor
Charlotte, NC 28202

---

Request #: GILLIG LLC
Proposer: GILLIG LLC
RFP Section: VIDEO SURVEILLANCE SYSTEM
Page: Addendum#1, Pg 115

Customer Specification Requirement:

The equipment cabinet shall come equipped with four bus bars, each with four #10 posts, for device power from the DVR. These bus bars shall be mounted within the equipment that will allow for easy removal of connected #10 ring terminals.

---

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that we’ve upgraded our electrical equipment box power requirements and within doing so we eliminated the power strip terminals and replaced them with barrel connectors located on each shelf. Barrel connectors provide a much cleaner and safer installation and is now the new standard on all of our vehicles moving forward.

GILLIG request concurrence of our new standard.

---

Agency Action:

☑ Approved
☑ See Addendum
☒ Denied
☒ See response below

---

Agency Response: Approved if (CON Power harness 50-78804-001) is provided for each shelf.
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Public Address System</td>
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<td>Addendum#1, Pg 116</td>
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Customer Specification Requirement:

Eight (8) interior loudspeakers shall be provided, semi-flush mounted, on alternate sides of the bus passenger compartment, installed with proper phasing.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide (6) interior speakers mounted inside the 35’ and 40’ coaches, and (4) interior speakers inside the 29’ vehicles.

This is the standard speaker configuration on the GILLIG coaches and totally complies with the American Disabilities Act of 1990.

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Agency Response:
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<td>Warranty Requirements</td>
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<td>Addendum#1, Pg 118</td>
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Customer Specification Requirement:

Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below:

- Fire suppression: Fire suppression system including tank and extinguishing agent dispensing system

Question, Clarification or Approved Equal:

It has been brought to GILLIG’s attention by Amerex that Amerex's backup batteries are only subject to a 12-month warranty.

GILLIG request approval to provide Amerex's standard warranty terms.

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Agency Response:

Acknowledged
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**Customer Specification Requirement:**

Primary load-carrying members of the bus structure, including structural elements of the suspension, are warranted against corrosion failure and/or Fatigue Failure sufficient to cause a Class 1 or Class 2 Failure for a period of 12 years or 500,000 miles, whichever comes first.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide a structural integrity corrosion warranty of seven years/350,000 miles. This meets the current FTA guidelines and is an industry standard.

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**Agency Response:**
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Customer Specification Requirement:

The propulsion system manufacturer’s standard warranty, delineating items excluded from the Extended Warranty, submitted in accordance with the Request for Pre-Offer Change or Deviation or with the Form for Proposal Deviation.

---

Question, Clarification or Approved Equal:

Attached is Cummins, Allison, and BAE's standard warranty offering.


---

Agency Action:

☑ Approved  ☐ See Addendum  ☐ Denied  ☑ See response below

---

Agency Response:

Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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Request #:
Proposer: GILLIG LLC
RFP Section: Warranty Requirements
Page: Addendum#1, Pg 118

Customer Specification Requirement:

Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below:

- Brake system: Foundation brake components, including advancing mechanisms, as supplied with the axles, excluding friction surfaces.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide, on coach acceptance, the standard brake system warranty of 12 Months/Unlimited Miles.

This is the standard warranty extended to GILLIG by the manufacturer and is also consistent with buses previously delivered to the Agency.

Agency Action: ☒ Approved  ☐ Denied
☐ See Addendum  ☐ See response below

Agency Response:
CER 2. Request for Pre-Offer Change or Approved Equal
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Customer Specification Requirement:

Other subsystems shall be warranted to be free from Defects and Related Defects for two years or
100,000 miles, whichever comes first. Other subsystems are listed below:

Door systems: Door operating actuators and linkages.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide, on coach acceptance, the standard door systems warranty of:
12 Months/100,000 miles.

This is the warranty extended to GILLIG by Vapor.

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Agency Response:
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**Customer Specification Requirement:**

Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below:

- Air dryer

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide, on coach acceptance, the standard Air Dryer warranty of: 12 Months/unlimited miles

This is the warranty extended to GILLIG by SKF/Chicago Rawhide.

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**Customer Specification Requirement:**

Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below:

- Hydraulic systems: Including radiator fan drive and power steering as applicable.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide, on coach acceptance, the standard hydraulic system warranty of 18 Months/Unlimited Miles.

This is the standard warranty extended to GILLIG by the manufacturer and is also consistent with buses previously delivered to the Agency.

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Customer Specification Requirement:

Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below:

- Passenger seating excluding upholstery

Question, Clarification or Approved Equal:

GILLIG requests approval to provide, on coach acceptance, the standard passenger seat warranty as follows:

- Metal Components: 60 Months/Unlimited Miles
- Plastic Components & Moving Parts: 36 Months/Unlimited Miles
- Wheelchair Restraints, Polyurethane Foam & Woven Upholstery: 24 Months/Unlimited Miles
- ADA Call Devices, Docket 90 Foam & Vinyl Upholstery: 12 Months/Unlimited Miles

These are the standard warranties extended to GILLIG by the manufacturer and are also consistent with buses previously delivered to the Agency.

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Agency Response: Acknowledged
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Customer Specification Requirement:

Should the Contractor elect to not administer warranty claims on certain components and wish to transfer this responsibility to the sub-Suppliers, or to others, the Contractor shall request this waiver.

Question, Clarification or Approved Equal:

GILLIG is requesting the Agency administer warranty claims directly with all major sub component suppliers such as engine, transmission, HVAC, wheelchair ramp, destination signs and axles.

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Agency Response:
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Request #:  
Proposer: GILLIG LLC
RFP Section: Fleet Defects
Page: Addendum#1, Pg 120

Customer Specification Requirement:

A Fleet Defect is defined as cumulative failures of twenty-five (25) percent of the same components in the same or similar application in a minimum fleet size of twelve (12) or more buses where such items are covered by warranty. A Fleet Defect shall apply only to the base warranty period in sections entitled “Complete Bus,” “Propulsion System” and “Major Subsystems.” When a Fleet Defect is declared, the remaining warranty on that item/component stops. The warranty period does not restart until the Fleet Defect is corrected.

Question, Clarification or Approved Equal:

GILLIG respectfully clarifies that the fleet defect provision only applies during the original warranty period and not any extended coverage period. Also, GILLIG clarifies that in the event of a fleet defect, the coverage after the repair is for the time and/or miles of the unexpired original warranty as defined in the APTA/FTA Standard Bus Procurement Guidelines.

Agency Action: □ Approved  □ Denied
□ See Addendum  □ See response below

Agency Response: Acknowledged
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| Request #: |  |
| Proposal: | GILLIG LLC |
| RFP Section: | Exceptions to Fleet Defect Provisions |
| Page: | Addendum#1, Pg 121 |

Customer Specification Requirement:

The Fleet Defect warranty provisions shall not apply to Agency-supplied items, such as radios, fare collection equipment, communication systems and tires. In addition, Fleet Defects shall not apply to interior and exterior finishes, hoses, fittings and fabric.

Question, Clarification or Approved Equal:

GILLIG advises the Agency that Cummins Engine Company, Allison Corporation, BAE, and Thermo King have advised GILLIG that they will not honor fleet defects.

GILLIG requests approval to waive this requirement, but confirms that all the other regular warranty provisions still apply.

Agency Action: ☒ Approved  ☐ Denied

Agency Response: Acknowledged
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Customer Specification Requirement:

The Contractor is responsible for all warranty-covered repair Work. To the extent practicable, the Agency will allow the Contractor or its designated representative to perform such Work. At its discretion, the Agency may perform such Work if it determines it needs to do so based on transit service or other requirements. Such Work shall be reimbursed by the Contractor.

Question, Clarification or Approved Equal:

GILLIG would like to clarify that the following major component equipment suppliers "engine, transmission, HVAC, hybrid system" mandate that all warranty repairs be performed by an authorized dealer of the components. If the property elects to perform these repairs without the written permission of the original equipment manufacturer, the remaining warranty coverage may be void.

GILLIG requests concurrence.

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Agreement Response: Acknowledged
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Customer Specification Requirement:

If the Agency detects a Defect within the warranty periods defined in this section, it shall, within thirty (30) days, notify the Contractor’s designated representative. The Contractor or its designated representative shall, if requested, begin Work on warranty-covered repairs within five calendar days after receiving notification of a Defect from the Agency. The Agency shall make the bus available to complete repairs timely with the Contractor’s repair schedule.

Question, Clarification or Approved Equal:

GILLIG would like to clarify that normal warranty work (other than that work required to be performed by sub-suppliers as discussed below) will be performed by the Agency's maintenance department and reimbursed by GILLIG at the documented warranty labor rate. In the unlikely event that abnormal warranty is required, GILLIG will work with the Agency to resolve any such warranty projects which Agency believes should be repaired directly by GILLIG.

GILLIG stands behind the quality of our products and we have selected supplier partners who share this belief as well. GILLIG routinely assists customers in resolving warranty matters when local vendors are unable or unwilling to provide necessary support by involving GILLIG'S contacts at either the local service facilities or through the component manufacturer's Corporate levels. As the manufacturer of the bus, GILLIG would then assist the Agency by specifically calling the vendors directly to get them better focused on resolving the Agency's issues.

GILLIG requests concurrence.

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600 East Fourth Street, 9th Floor
Charlotte, NC 28202

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<th>Request #:</th>
<th>Proposer:</th>
<th>GILLIG LLC</th>
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<tr>
<td>RFP Section:</td>
<td>Repairs by the Contractor</td>
<td>Addendum#1, Pg 121</td>
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Customer Specification Requirement:

The Contractor shall provide at its own expense all spare parts, tools and space required to complete repairs. At the Agency’s option, the Contractor may be required to remove the bus from the Agency’s property while repairs are being affected. If the bus is removed from the Agency’s property, repair procedures must be diligently pursued by the Contractor’s representative.

Question, Clarification or Approved Equal:

GILLIG’S field service team will always strive to solve your problems and get your bus up and running as quickly as possible. When available, using the Agency's space to complete repairs is the best location in order to have them completed quickly. GILLIG request approval to provide the Agency with spare parts and tools required to complete warranty repairs, and whenever possible, to complete these repairs in the Agency's shop space.

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Agency Response: Acknowledged
### CER 2. Request for Pre-Offer Change or Approved Equal

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**RFP# 269-2020-883, Bus Procurement Project**  
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| Proposer: | GILLIG LLC  
| RFP Section: | Reimbursement for Labor and Other Related Costs  
| Page: | Addendum#1, Pg 122  

**Customer Specification Requirement:**

The Agency shall be reimbursed by the Contractor for labor. The amount shall be determined by the Agency for a qualified mechanic at a straight time wage rate of $45.00 per hour, which includes fringe benefits and overhead adjusted for the Agency’s most recently published rate in effect at the time the Work is performed, plus the cost of towing the bus if such action was necessary and if the bus was in the normal service area.

**Question, Clarification or Approved Equal:**

GILLIG requests deletion of the requirement for the manufacturer to reimburse towing charges. The bus manufacturer has no control over this decision (tow/repair on site), and due to widely varying guidelines and criteria involved, it is impossible to predict the cost impact in the bid process. GILLIG, as well as other manufacturers have in the past experienced major administrative problems and costs regarding towing charges.

Additionally, as a clarification, GILLIG cannot pay any towing beyond the basic bus warranty, as this would increase the unrecoverable costs even further.

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| □ See response below  

**Agency Response:**
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<td>Post-delivery tests</td>
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<td>Addendum#1, Pg 131</td>
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**Customer Specification Requirement:**

The agency shall conduct acceptance tests on each delivered bus. These tests shall be completed within thirty (30) days after bus delivery.

**Question, Clarification or Approved Equal:**

GILLIG requests revision of this section to include the current industry standard and FTA recommended wording:

The agency shall conduct acceptance tests on each delivered bus. These tests shall be completed within fifteen (15) days after bus delivery.

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<tr>
<td>RFP Section: Interior Noise</td>
<td>Page: Addendum#1, Pg 15</td>
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Customer Specification Requirement:

The driver area shall not experience a noise level of more than 75 dBA under the following test conditions: The bus shall accelerate at full throttle from a standstill to 35 mph on level commercial asphalt.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a maximum noise level at the driver's area of 75.3 dBA as recorded during the Altoona bus test on the GILLIG 40' Low Floor coach.

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<tr>
<td>RFP Section:</td>
<td>Step Height</td>
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<td>Addendum#1, Pg 18</td>
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**Customer Specification Requirement:**

At the front door, the step up from street level shall not exceed fifteen (15) inches with the bus at the design height, and the step up from street level at the rear door shall not exceed sixteen (16) inches.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide a front step height from the ground of 15.3”.

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<td>Ramp Clearances</td>
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<td>Page:</td>
<td>Addendum#1, Pg 18</td>
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Customer Specification Requirement:

30’ bus departure angle 9 degrees (min.)

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a 30’ bus departure angle of 8.1 degrees.

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<tr>
<td>RFP Section:</td>
<td>Emergency Alarm</td>
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<td>Page:</td>
<td>Addendum#1, Pg 23</td>
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Customer Specification Requirement:

There shall be a press-to-ON silent electrical switch located in the sidewall panel near driver’s left knee position. Details shall be subject to approval of the Agency at the pre-production meeting. When the switch is actuated the green hoodlum emergency light shall flash, the destination sign shall change, a signal shall be sent to the mobile radio and the covert microphone shall be activated.

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for a flashing green hoodlum/emergency light to be installed on the bus.

A recent NHTSA Rule Clarification and Notice to all Bus OEM's has had the basic effect of eliminating flashing hoodlum/emergency lights.

Please see the attached copy of the Federal Register, Volume 67, Number 91.

[PDF]

Agency Action: ☒ Approved    ☐ Denied

Agency Response:

☐ See Addendum    ☐ See response below
CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>POWERPLANT</td>
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Customer Specification Requirement:

The alternator shall be an EMP rated at 400 amps, or Deviation with an external electronic voltage regulator.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a belt driven air cooled Niehoff C803 alternator, 28 volts, and rated at 500 amps.

Agency Action:

☑ Approved
☐ See Addendum
☐ Denied
☐ See response below

Agency Response:
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<td>POWERPLANT</td>
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Customer Specification Requirement:

The bus engine shall be a Cummins ISB heavy-duty diesel engine, with a minimum of 260BHP @ 2400RPM and peak torque of 620 foot lbs. @ 1600RPM, or Deviation.

Question, Clarification or Approved Equal:

For all hybrid vehicles, GILLIG requests approval to provide the Cummins B6.7 diesel engine rated at 280 HP and 660 pounds/torque to meet EPA Urban Bus Requisition.

Agency Action: 

- [ ] Approved
- [x] Denied
- [ ] See Addendum
- [ ] See response below

Agency Response: Acknowledged
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<tr>
<td>Proposer:</td>
<td>Engine Cooling</td>
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<td>RFP Section:</td>
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**Customer Specification Requirement:**

All low points in the water-based cooling system shall be equipped with drain cocks.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide the radiator with a 1/4” MPT brass hex plug at the low point, rather than the drain cock specified.

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**Agency Response:**
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| Request #: | GILLIG LLC |
| RFP Section: | Self-Cleaning |
| Page: | Addendum#1, Pg 26 |

Customer Specification Requirement:

Radiator and charge air cooler fan(s) shall be electrically driven and capable of automated reverse operations for periodic self-cleaning of the radiator and charge air cooler.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a manual auto-reverse switch for the electric fans to clean the radiator and charge air cooler. At this time GILLIG does not offer an electrically driven fan with automatic reverse operation.

| Agency Action: | Approved | Denied |
| | See Addendum | See response below |

Agency Response: Acknowledged; as long as we have the ability to periodically self-clean the radiator and charge air cooler. This feature is extremely important to our agency maintenance procedures.
CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>Transmission (Conventional Powertrain)</td>
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<td>Addendum#1, Pg 27</td>
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Customer Specification Requirement:

The transmission shall be equipped with a rebuildable, cleanable oil cooler.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a side mounted stainless-steel transmission oil cooler/heat exchanger of fluid to water design manufactured by Modine.

The cooler/heat exchanger is of a one-piece design and completely cleanable, however, it is not rebuildable.

Agency Action: □ Approved  □ See Addendum  ☒ Denied  □ See response below

Agency Response: Acknowledged
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<td>Service</td>
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<td>Addendum#1, Pg</td>
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Customer Specification Requirement:

Engine oil and the radiator filler caps shall be hinged to the filler neck and closed with spring pressure or positive locks to prevent leakage.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide twist on engine and radiator filler caps as seen below. Each cap is designed to provide a positive lock which prevents leakage. Each cap is securely tethered to each fill neck assembly to prevent loss or misplacement of the caps while filling. GILLIG requests approval of our proven standard installation.

Agency Action: ☒ Approved ☐ Denied

Agency Response: See Addendum

See response below
CER 2. Request for Pre-Offer Change or Approved Equal

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Customer Specification Requirement:

Color-coded tags shall be applied on all fluid lines, within the engine compartment at the fittings, to identify all the different fluids carried in lines. The tags shall be made of heavy-duty plastic, that are impervious to all fluids found in the engine compartment, and shall withstand steam cleaning.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide hoses manufactured by AeroQuip without color-coded tags.

GILLIG wishes to advise the Agency that we use a variety of different types of hoses on our coach and each hose is different depending on the location, type of fluid being carried as well as the size of hose. For example, we use FC300 premium "blue" steel braided hoses for the hydraulic system, and FC350 premium "black" steel braided hoses for the fuel system..

GILLG requests concurrence of our standard hoses and installation procedure.

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Agency Response: Acknowledged
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<td>RFP Section:</td>
<td>Fuel Tank(s)</td>
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**Customer Specification Requirement:**

The fuel tank(s) shall be made of corrosion resistant stainless steel. The fuel tank shall be made of sufficiently heavy gauge 300 series or ASTM Spec. A240 stainless steel.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide a fuel tank capacity of 125 gallons and manufactured of 3CR12 structural stainless steel.

The fuel tank proposed by GILLIG complies with all other criteria of the specification. This tank also meets all requirements of the FMVSS regulations.

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**Agency Response:** Acknowledged however, our specification remains the same with regards to the stainless being a requirement.
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**Customer Specification Requirement:**

The minimum usable capacity shall be 125 gallons

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide our 29’ low floor transit bus with a single structural stainless steel fuel tank, with an eighty-one (81) gallon capacity with a usable capacity of seventy-five (75) gallons.

The tank will be mounted longitudinally curbside within the coach structure for safety and corrosion resistance.

**Agency Action:**

- [ ] Approved  
- [x] Denied  
- [ ] See Addendum  
- [x] See response below

**Agency Response:** Acknowledged
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**RFP# 269-2020-883, Bus Procurement Project**  
**ATTN: John Larson**  
**Charlotte Area Transit System**  
**600 East Fourth Street, 9th Floor**  
**Charlotte, NC 28202**

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<td>Corrosion</td>
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**Customer Specification Requirement:**

All interior and exterior metal surfaces shall be cleaned and treated to prevent rust and/or corrosion. After welding in areas where primer was previously applied, all joints shall be brushed to eliminate foreign matter and then the joint shall be cleaned with a phosphorus solution to provide a good base for good paint adhesion. Finally, the joint shall be painted with red oxide primer.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to delete the requirement to apply red oxide primer to all interior and exterior metal surfaces.

The GILLIG Low Floor bus tubes are aluminum (not steel), zinc-chromated on the exterior below the roof line. Aluminum is inherently resistant due to the naturally occurring oxide film formed on all exposes surfaces. Further, these tubes are essentially open to atmosphere.

GILLIG first used this type of extruded aluminum tube construction as far back as 1988, and has had excellent field experience with it, without adding additional coating to tube interiors.

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Customer Specification Requirement:

Provisions shall be made to connect air from the towing vehicle to the service brake application valve. These connections shall be in a readily accessible location in the front and rear of the bus, and be identified by blue color coded glad hand connections.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide an air towing connector manufactured by Milton, model 777, in lieu of the connections specified in this section.

Agency Action: ☒ Approved ☐ Denied
☑ See response below

Agency Response: Acknowledged and approved, however we reserve the right to make any final changes at the pre-production meeting.
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<td>RFP Section:</td>
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Customer Specification Requirement:

Jacking pads located on the axle or suspension near the wheels shall permit easy and safe jacking with the flat tire or dual set on a 6 in. high run-up block not wider than a single tire.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide jacking points located on the front and rear axles, rather than jack pads mounted on the suspension or axle. This is the standard offering from Meritor and will permit easy and safe jacking with the flat tire or dual set on a 6 in. high run-up block not wider than a single tire.

Agency Action:

- [x] Approved
- [ ] See Addendum
- [ ] Denied
- [ ] See response below

Agency Response: Acknowledged
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<td>Addendum#1, Pg 36</td>
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Customer Specification Requirement:

The floor shall be comprised of a composite material and shall consist of the subfloor and the floor covering that will last the life of the bus.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a plywood floor, rather than a composite floor.

GILLIG advises the Agency that GILLIG uses seven (7) ply 3/4" Greenwood Industries hardwood plywood flooring. The edges are sealed with a low viscosity PPG Corashield 7972 sealant. Undercoating is applied to the underside of each panel prior to installation.

The plywood is huck bolted on to steel framing cross members or outriggers used in conjunction with tapping plates. This fastener has been developed specifically for this application and provides excellent holding capacity. This method allows for level, non-squeak flooring.

Later in the vehicle assembly process, the vehicle underside has a second complete undercoating operation performed.

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Agency Response: Approved such as the plywood is pressure-treated with a preservative chemical and process as alkaline copper quaternary (ACQ) that prevents decay and damage by insects.
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Suspension</td>
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<td>Addendum#1, Pg 40</td>
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**Customer Specification Requirement:**

The system will consist of four rear and two front Firestone Rolling Lobe, or equal, air bellows on the 40-foot buses and two rear and two front air bellows on the 30-foot buses.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide our proprietary front suspension and Neway rear suspension system that consists of a combination of eight (8) air bellows and three (3) leveling valves, by which the air pressure is automatically regulated in proportion to the bus loading. Design of the front suspension will provide for a minimum of a 36" wide front aisle.

The four (4) front and four (4) rear air bellows act as a flexible connection between body and axle to absorb and cushion road shocks.

**Agency Action:**

- [ ] Approved
- [ ] See Addendum
- [x] Denied
- [ ] See response below

**Agency Response:**

Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal
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<td>Suspension Travel</td>
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Customer Specification Requirement:

Delco height control valves or equal are preferred.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide suspension leveling valves manufactured by Norgren, rather than the leveling valves specified.

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Agency Response: Acknowledged
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| Request #: | GILLIG LLC |
| RFP Section: | Kneeling |
| Page: | Addendum#1, Pg 41 |

Customer Specification Requirement:

A warning light mounted near the curbside of the front door, a minimum 2.5 in. diameter amber lens, shall be provided that will blink when the kneel feature is activated.

Question, Clarification or Approved Equal:

GILLIG also wishes to advise that the kneeling lamp is approximately (2") in diameter with a 4-second cycle time to facilitate boarding, as specified in this section.

Agency Action: [ ] Approved [ ] Denied

Agency Response: See Addendum [ ] [x] See response below

Agency Response: Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Wheels and Tires</td>
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<td>Addendum#1, Pg 41</td>
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Customer Specification Requirement:

A tire-pressure monitoring system shall be provided, to be approved by the Agency.

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for a tire pressure monitoring system.

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Agency Response: Partially approved, however we reserve the right to make final change at pre-production meeting.
CER 2. Request for Pre-Offer Change or Approved Equal
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<td>RFP Section:</td>
<td>Steering</td>
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Customer Specification Requirement:

Fatigue life of all steering components shall exceed 1,000,000 miles.

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that each operation incorporates a wide variety of factors that directly affect the steering components of the coach.

Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors beyond the manufacture control, GILLIG requests concurrence that the Fatigue life of all steering components exceeding 1,000,000 miles, as specified by the Agency, is an expected mileage goal and not a guaranteed minimum by the manufacturer.

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Agency Response: Acknowledged
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| Request #: |  | Proposer: | GILLIG LLC |  |
| RFP Section: | Steering Wheel Telescopic Adjustment | Page: | Addendum#1, Pg 43 |  |

**Customer Specification Requirement:**

The steering wheel shall have full telescoping capability and have a minimum telescopic range of 2 in. and a minimum low-end adjustment of 29 in., measured from the top of the steering wheel rim in the horizontal position to the cab floor at the heel point.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide a Douglas steering column with a telescopic adjustment of 1.875". The maximum telescopic range with 0 degree tilt is 30.75"inches and a low-end telescopic adjustment of 28.87".

This is standard with the Douglas steering column.

Please see attached.

![Min Telescoping Adjustment.pdf](image)

**Agency Action:**

[ ] Approved  
[ ] See Addendum  
[ ] Denied  
[ ] See response below

**Agency Response:** Acknowledged, however specification remains the same with regard to the steering wheel requiring full telescoping capability.
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>RFP Section:</td>
<td>Turning Radius</td>
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Customer Specification Requirement:

40 foot low floor transit bus, Maximum Turning Radius 40 ft (TRO)

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a 40' Low Floor coach with a maximum turning radius of 44 feet, 2 inches measured over the bumper.

This is standard configuration on GILLIG Low Floor coach and is also consistent with buses previously delivered to the Agency.

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<tr>
<td>RFP Section:</td>
<td>Air Reservoirs</td>
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Customer Specification Requirement:

All air reservoirs shall meet the requirements of FMVSS Standard 121 and SAE Standard J10 and shall be equipped with guarded or flush type drain valves.

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for all air tanks to be equipped with guarded or flush type drain valves.

The air reservoirs on a Low Floor bus are mounted in the roof structure in an air tank compartment under the roof, making these drain valves impractical.

GILLIG will supply four (4) drain valves on the road side of the bus conveniently located approximately waist high above the battery box.

Agency Response: Acknowledged

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<td>RFP Section:</td>
<td>Environmental and Mounting Requirements</td>
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Customer Specification Requirement:

As a recommendation, no vehicle component shall generate, or be affected by, electromagnetic interference or radio frequency interference (EMI/RFI) that can disturb the performance of electrical/electronic equipment as defined in SAE J1113 and UNECE Council Directive 95/54 (R 10).

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that the BAE Systems HybriDrive® System components meets CISPR 25,ISO 7637-2, ISO 10605, and ISO 11452-2 which are equivalent to the commonly used portions of SAE J1113. Vehicles equipped with the HybriDrive® system in Europe have passed Regulation 10.

GILLIG requests concurrence with BAE's equivalent compliance standards.

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Agency Response: Acknowledged
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<td>RFP Section:</td>
<td>Four Maintenance-Free Batteries</td>
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Customer Specification Requirement:

Positive and negative terminals shall have different size studs, or the battery terminals and cables shall be arranged to prevent incorrect installation.

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that the battery terminals on a Group 31 type battery are of the same size, 3/8”.

GILLIG requests concurrence.

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Agency Response: Acknowledged
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<td>Battery Cables</td>
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**Customer Specification Requirement:**

All battery compartment cable ends and ground cable ends in the engine compartment shall be coated with dielectric grease.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide an application of "Kopr-Shield" compound to all battery compartment cable ends and ground cable ends in the engine compartment in lieu of the gel specified in this section.

This product has been used by GILLIG in the past and has an excellent performance record.

| Agency Action: | Approved | | Denied | | 
|----------------|----------|---------|---------|
|                | ☐        | ☑       | ☐       |
| See Addendum   | ☑        |         |         |
| See response below | ☑       |         |         |

**Agency Response:** Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>RFP Section:</td>
<td>Jump Start</td>
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<tr>
<td>Page:</td>
<td>Addendum#1, Pg 50</td>
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</tbody>
</table>

Customer Specification Requirement:

A grey in color Whitaker plug, equipped with a dust cap and adequately protected from moisture, dirt and debris shall be provided in the engine compartment to jump-start the bus.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide a jump-start connector manufactured by Anderson, model 350, in lieu of the connector specified in this section.

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Agency Response:
# CER 2. Request for Pre-Offer Change or Approved Equal

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**RFP# 269-2020-883, Bus Procurement Project**  
**ATTN: John Larson**  
**Charlotte Area Transit System**  
**600 East Fourth Street, 9th Floor**  
**Charlotte, NC 28202**

| Request #: |  |  
|------------|---|---
| Proposer:  | GILLIG LLC |  
| RFP Section: | Jump Start |  
| Page: | Addendum#1, Pg 50 |

**Customer Specification Requirement:**

A grey in color Whitaker plug, equipped with a dust cap and adequately protected from moisture, dirt and debris shall be provided in the engine compartment to jump-start the bus.

**Question, Clarification or Approved Equal:**

GILLIG seeks clarification if the Agency requires a front jump-start connector for this procurement.

| Agency Action: |  |  
|----------------|---|---
| Approved | |  
| See Addendum | |  

**Agency Response:**

Agency does require a front jump-start connector for this procurement.
CER 2. Request for Pre-Offer Change or Approved Equal
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<td>GILLIG LLC</td>
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<tr>
<td>RFP Section:</td>
<td>Low Voltage/Low Current Wiring and Terminals</td>
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<td>Addendum#1, Pg 52</td>
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Customer Specification Requirement:

All wiring harnesses over 5 ft long and containing at least five wires shall include 10 percent (minimum two wires) excess wires for spares. This requirement for spare wires does not apply to data links and communication cables.

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for 10% excess wires for spares.

GILLIG has been very successful in reducing the size of wire harnesses to ease in trouble shooting, routing of new harness and general cleanliness of the electrical compartments.

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Agency Response: Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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Charlotte, NC 28202

Request #: GILLIG LLC
Proposer: GILLIG LLC
RFP Section: Electrical Components
Page: Addendum#1, Pg 53

Customer Specification Requirement:

All electric motors shall be heavy-duty brushless type where practical, and have a continuous duty rating of no less than 40,000 hours (except cranking motors, washer pumps and wiper motors). All electric motors shall be easily accessible for servicing and except for the cranking motor, shall be replaceable in less than fifteen (15) minutes by a 3M mechanic.

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that the BAE Systems HybriDrive® System includes an electric oil pump with a 26,000 hour replacement interval.

GILLIG requests concurrence of BAE's standard electric oil pump offering.

Agency Action: [ ] Approved [ ] Denied
[ ] See Addendum [ ] See response below

Agency Response: Acknowledged
## CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>Diagnostics and Fault Detection</td>
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<td>Page:</td>
<td>Addendum#1, Pg 57</td>
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### Customer Specification Requirement:

The on-board diagnostic system shall trigger a visual and audible alarm to the operator when the engine control unit or the fire suppression system detects a malfunction and the engine protection system is activated. Automatic shutdown shall occur within ten (10) seconds only when parameters established for the following functions are exceeded:

- a) Coolant temperature
- b) Oil pressure
- c) Engine exhaust back pressure
- d) DPF temperature
- e) Engine compartment fire.
- f) Low coolant
- g) Under inflated tires
- h) Overheated brakes

### Question, Clarification or Approved Equal:

In reference to this section, GILLIG wishes to advise the Agency that our onboard diagnostic system is compliant with all of the mentioned functions besides two. Our system does not monitor tire pressure or brake temperature. GILLIG requests concurrence on these exceptions.

The noted exceptions are also consistent with buses previously delivered to the Agency.

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**Agency Response:** Acknowledged
**CER 2. Request for Pre-Offer Change or Approved Equal**

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| Request #: | Proposer: | GILLIG LLC |
| RFP Section: | Driver’s Area Controls |
| Page: | Addendum#1, Pg 58 |

**Customer Specification Requirement:**

Addendum 1, Page 58: An Agency Approved Driver Protection Barrier should be provided.

Addendum 1, Page 85: Heavy Duty Drivers protection barrier should be priced as an option. TBD at Pre Production.

**Question, Clarification or Approved Equal:**

GILLIG seeks clarification on the Agency’s requirements for a driver’s protection barrier.

Does the Agency require a barrier to be included in the base vehicle cost or to be priced separately?

If the Agency requires one to be included in the base vehicle, is there a particular manufacturer and model the Agency requires?

| Agency Action: | Approved | Denied |
| | | See Addendum |
| | | See response below |

**Agency Response:**

We would like the Arow Global ArowGuard, model MV308, with extended glass to be priced separately.
**CER 2. Request for Pre-Offer Change or Approved Equal**

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<td>Driver’s Area Controls</td>
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<td>Addendum#1, Pg 58</td>
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**Customer Specification Requirement:**

Switches and controls shall be divided into basic groups and assigned to specific areas, in conformance with SAE Recommended Practice J680, Revised 1988, “Location and Operation of Instruments and Controls in Motor Truck Cabs,” and be essentially within the hand reach envelope described in SAE Recommended Practice J287, “Driver Hand Control Reach.”

**Question, Clarification or Approved Equal:**

GILLIG would like to note that SAE Recommended Practice J680, Revised 1988, “Location and Operation of Instruments and Controls in Motor Truck Cabs,” is recommended for adoption by manufacturers of trucks and truck-tractors in new or revised designs in order to avoid confusion when drivers shift from one truck to another, to promote safety and convenience, and to simplify design, production, and servicing. This recommended practice shall apply to all on-highway trucks and truck-tractors equipped with power brake systems and having a GVW rating of 26 000 lb. or more.

This standard would not apply to the GILLIG Low Floor bus. Of prime importance in this recommended practice is the basic premise that all controls requiring operation while the vehicle is in motion be located so that the driver can manipulate them with his right hand and keep his left hand on the steering wheel.

GILLIG has the flexibility to locate various Operator control buttons/switches to accommodate the needs of the Agency and can be discussed in detail during negotiations. We have provided a preliminary dash layout for review and will create a custom dash layout if GILLIG is the successful bidder.

GILLIG requests approval of our standard dash configuration with the Agency having the flexibility to locate various operator control buttons/switches as needed.

**Agency Action:**  
- [ ] Approved  
- [x] Denied  

**Agency Response:** Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal
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<td>GILLIG LLC</td>
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<tr>
<td>RFP Section:</td>
<td>Windshield Wipers and Washers</td>
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<td>Page:</td>
<td>Addendum#1, Pg 63</td>
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</table>

Customer Specification Requirement:

Bosch electric wipers or Deviation.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide (2) electric operated, heavy duty windshield wipers manufactured by Sprague Industries, and controlled by a single knob.

The wipers are of the self-parking type, each controlled by individual motors with adjustable speed. The motors are mounted inside the bus and external provisions make for ease of inspection, maintenance and replacement.

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Agency Response: Acknowledged, however specification remains the same with regards to electric wiper motors being required.
CER 2. Request for Pre-Offer Change or Approved Equal
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<td>Proposer:</td>
<td>GILLIG LLC</td>
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<tr>
<td>RFP Section:</td>
<td>Storage Box</td>
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<td>Page:</td>
<td>Addendum#1, Pg 63</td>
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Customer Specification Requirement:

An enclosed driver storage area shall be provided with a positive latching door and no lock. The minimum size is 2750 cubic in.

Question, Clarification or Approved Equal:

In response to this section, GILLIG request approval to provide our standard overhead storage box that is 21"x8"x14.5" (2560 cubic in.) with a door and latch integrated into the operator barrier.

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Agency Response: Acknowledged
### Request for Pre-Offer Change or Approved Equal

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<th>GILLIG LLC</th>
<th>RFP Section:</th>
<th>Interior Mirrors</th>
<th>Page:</th>
<th>Addendum#1, Pg 68</th>
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#### Customer Specification Requirement:

Center rear view mirror above windshield shall be mounted on windshield header panel above and in front of driver. Dimensions shall be six (6) inches by thirty (30) inches.

#### Question, Clarification or Approved Equal:

GILLIG requests approval to provide our standard 8.25" x 16.0" adjustable rearview mirror in lieu of the mirror size specified in this section.

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**Agency Response: Acknowledged**
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<td>Interior Mirrors</td>
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<td>Addendum#1, Pg 68</td>
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Customer Specification Requirement:

A mirror shall be mounted above the entrance door. It shall be seven (7) inch by ten (10) inch and shall have an adjustable mounting bracket.

Question, Clarification or Approved Equal:

GILLIG request approval to delete the requirement for the mentioned interior mirror and instead provide the following:

▪(1) 8.25" x 16.0" flat face & (1) 6" flat face spot mirror mounted underneath the front destination sign compartment  
▪(1) 12" convex mirror located at the rear passenger door stanchion

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| Request #: | Proposer: GILLIG LLC |
| RFP Section: WINDOWS |
| Page: Addendum#1, Pg 68 |

Customer Specification Requirement:

All windows shall be Dura CityView or Deviation. The following minimum window area, including operator and door windows, shall be required on each side of the standard configuration bus:

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that DURA no longer supports the transit industry so in lieu, GILLIG requests approval to provide passenger windows of the type described in this section manufactured by Ricon. Ricon has a very reputable reputation and has been providing quality products to the transit industry for many years.

| Agency Action: | Approved | See Addendum | Denied | See response below |

Agency Response: Passenger side windows shall be AROW Global flush bonded transom w/ 8%-18% transmissivity
CER 2. Request for Pre-Offer Change or Approved Equal

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Request #:  
Proposer: GILLIG LLC  
RFP Section: WINDOWS  
Page: Addendum#1, Pg 68

Customer Specification Requirement:

All windows shall be Dura CityView or Deviation. The following minimum window area, including operator and door windows, shall be required on each side of the standard configuration bus:

Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that DURA no longer supports the transit industry so in lieu, GILLIG requests approval to provide passenger windows of the type described in this section manufactured by Arow Global. Arow Global has a very reputable reputation and has been providing quality products to the transit industry for many years.

Attached is a brochure for the Agency’s review.

Agency Action:

☑ Approved  ☒ Denied
  See Addendum  See response below

Agency Response: Agency request Arow Storm Tight Flush Bonded transom w/ 8%-18% transmissivity.
**Request for Pre-Offer Change or Approved Equal**

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<td>Page:</td>
<td>Addendum#1, Pg 68</td>
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**Customer Specification Requirement:**

The contractor shall provide a jig or fixture to assist in removing and replacing the windshield.

**Question, Clarification or Approved Equal:**

GILLIG wishes to advise the Agency that a special jig or fixture is not required to remove the windshields form the GILLIG Low Floor coach.

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**Agency Response:** Acknowledged
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<tr>
<td>RFP Section:</td>
<td>Side Windows</td>
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<td>Page:</td>
<td>Addendum#1, Pg 69</td>
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Customer Specification Requirement:
Windows shall have black anodized aluminum frames.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide aluminum window frames that have a black powder coat finish rather than black anodized.

Ricon has advised GILLIG that anodized frames are not an available option on their product line.

Agency Action: [ ] Approved [ ] Denied
[ ] See Addendum [ ] See response below

Agency Response: Passenger side windows shall be AROW Global flush bonded transom w/ 8%-18% transmissivity.
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>RFP Section:</td>
<td>Driver’s Side Window &amp; Side Windows</td>
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<td>Page:</td>
<td>Addendum#1, Pg 69 &amp; 70</td>
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**Customer Specification Requirement:**

Addendum#1, Page 69: Standard Driver’s Side Window, Traditional Frame

Addendum#1, Page 70: Standard Passenger Side Window Configurations
- hidden frame (flush “Euro-look”)

**Question, Clarification or Approved Equal:**

GILLIG seeks clarification on the type of driver / passenger side windows the agency prefers with this procurement.

1) Standard frame windows (on page 69)
2) Bonded, euro frame style windows (on page 70)

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| X | Denied
See response below |

**Agency Response:** The operator’s side window shall be AROW Global flush bonded full height sliding type. The sliding window section shall slide rearward and be designed to last the service life of the bus. When in an open position, the window shall not rattle or close during braking or acceleration.
CER 2. Request for Pre-Offer Change or Approved Equal
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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus Procurement Project
ATTN: John Larson
Charlotte Area Transit System
600 East Fourth Street, 9th Floor
Charlotte, NC 28202

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<td>GILLIG LLC</td>
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<tr>
<td>RFP Section:</td>
<td>Side Windows</td>
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<td>Page:</td>
<td>Addendum#1, Pg 70</td>
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Customer Specification Requirement:

All passenger window one-quarter inch (1/4") tempered fixed glazing shall be protected by an acrylic liner. The acrylic liner shall be clear in color, one-sixteenth inch (1/16") or one-eighth inch (1/18") in thickness.

a) The acrylic shall be removable by Agency mechanics using simple hand tools.

b) Design must be simple where the worker can remove and replace the liner in less than one (1) minute.

c) The liner must be replaced without removing the window from its installed position on the bus, without removing the tempered glazing from the sash, and without the removal or manipulation of the window’s rubber molding.

d) Removal and replacement of the liner shall not require the removal or the modification or any other parts or fasteners.

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Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for acrylic liners and in lieu provide 6 mil film on all the passenger windows.

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Agency Response:
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**Customer Specification Requirement:**

Eight (8) hours of training showing Agency personnel how to perform initial installation of the window assemblies and any techniques for removal and replacement of tempered or acrylic glazing. Contractor shall further supply up to four (4) hours of training for service workers on how to most efficiently remove and replace the sacrificial liners.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide separate lines on the Price Sheet to keep the training and training aid costs separate from the base price of each coach.

GILLIG also advises that we will provide an itemized list of all training and aids to be supplied.

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<tr>
<td>RFP Section:</td>
<td>Safety Glass Glazing Panels</td>
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<td>Addendum#1, Pg 71</td>
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Customer Specification Requirement:

Side windows glazing material shall be Heat Guard solar management or Deviation and shall have a minimum of 3/16 in. nominal thickness tempered safety glass. The material shall conform to the requirements of ANSI Z26.1-1996 Test Grouping 2 and the Recommended Practices defined in SAE J673.

Windows on the bus sides and in the rear door shall be tinted a neutral color, complementary to the bus exterior. The maximum solar energy transmittance shall not exceed 37 percent, as measured by ASTM E-424. Luminous transmittance shall be measured by ASTM D-1003. Windows over the destination signs shall not be tinted.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide Ricon’s standard window glazing and solar management material which is gray in color and only allows 8%-18% transmissivity. The proposed material meets all of the Agency’s solar energy transmittance requirements as specified; however, it is not HeatGuard.

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Agency Response: Passenger side windows shall be AROW Global flush bonded transom w/ 8% - 18% transmissivity, HeatGuard is not required.
CER 2. Request for Pre-Offer Change or Approved Equal

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| Request #: |  |
| Proposer: | GILLIG LLC |
| RFP Section: | HEATING, VENTILATING AND AIR CONDITIONING |
| Page: | Addendum#1, Pg 72 |

Customer Specification Requirement:

The air conditioning system shall meet these performance requirements using R134a.

Question, Clarification or Approved Equal:

GILLIG would like to clarify that the R134a freon cannot be used with the all-electric TEA14 AC system per Thermo King. R407c freon is the only freon approved.

GILLIG request concurrence.

| Agency Action: | | |
| Approved | See Addendum |
| | Denied | See response below |

Agency Response: Acknowledged
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<td>RFP Section:</td>
<td>Passenger Area</td>
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<td>Addendum#1, Pg 73</td>
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Customer Specification Requirement:

**Requirement for 10 percent “Fresh Air” Mixture**
The air shall be composed of no less than 10 percent outside air.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide HVAC system that recycles the interior air and does not introduce 10% fresh air into the system.

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Agency Response: Acknowledged and approved, however, we reserve the right to make final changes at the pre-production meeting.
CER 2. Request for Pre-Offer Change or Approved Equal

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| Request #: |  |
| Proposer: | GILLIG LLC |
| RFP Section: | Driver’s Compartment Requirements |
| Page: | Addendum#1, Pg 73 |

Customer Specification Requirement:

Fan(s) shall be able to draw air from the bus body interior and/or the exterior through a control device and pass it through the heater core to the defroster system and over the driver’s feet. A minimum capacity of 100 cfm shall be provided. The driver shall have complete control of the heat and fresh airflow for the driver’s area.

Question, Clarification or Approved Equal:

GILLIG request approval to provide our standard driver's heater/defroster system which does not incorporate a fresh air feature.

GILLIG requests approval to provide a driver's booster fan that provides cooled or heated air from the passenger heater or air conditioner to the driver's compartment. There are two fan speeds: "HIGH" and "LOW".

| Agency Action: |  |
| Approved |  
| See Addendum |  
| Denied | See response below |

Agency Response:
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<td>RFP Section:</td>
<td>Air Filtration</td>
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<td>Addendum#1, Pg 74</td>
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**Customer Specification Requirement:**

Air shall be filtered before discharge into the passenger compartment. The filter shall meet the ANSI/ASHRAE 52.1 requirement for 5 percent or better atmospheric dust spot efficiency, 50 percent weight arrestance, and a minimum dust holding capacity of 120 g per 1000 cfm cell.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide our standard industry proven HVAC return air filter. This filter is cleanable and reusable. The dust holding capacity of our filter is 60 grams.

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**Agency Response:** Acknowledged and approved, however, we reserve the right to make the final changes at the pre-production meeting.
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<tr>
<td>RFP Section:</td>
<td>Finish and Color</td>
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<td>Addendum#1, Pg 78</td>
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**Customer Specification Requirement:**

Paint with PPG Delfleet. FBCH Base Coat. PPG Delfleet 3930 Clear Coat. PPG Delfleet 3993/95/97 Sealer. PPG Delfleet 3993 Epoxy Primer.

**Question, Clarification or Approved Equal:**

GILLIG request approval to provide our standard Axalta Imron Elite low VOC 2.8 paints/coatings for this section.

The Axalta coatings supplied will be polyurethane enamel coatings matching specified colors and gloss. These coatings can be repaired with conventional paints/coatings available throughout the United States.

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<td>High Gloss External Paint Finish Quality</td>
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**Customer Specification Requirement:**

Painted surfaces shall have a minimum 95 gloss and an orange peel rating of 7 or more on the Advanced Coating Technologies, Inc., orange peel standard panels set #APR 14941 or Agency accepted wave scan equipment. Paint shall last a minimum of six years with a minimum gloss of 90 as measured in ASTM E97-92, “Standard Test Method For Directional Reflectance.”

**Question, Clarification or Approved Equal:**

GILLIG request approval to provide our standard paint procedures and techniques.

Please see attached

![Gillig Exterior Paint Appearance Standard](image)

**Agency Action:**  
- [x] Approved  
- [ ] See Addendum  
- [ ] Denied  
- [x] See response below

**Agency Response:** Acknowledged
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<td>Decals, Numbering and Signing</td>
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Customer Specification Requirement:

Unless otherwise specified or approved by the Agency, all interior lettering, numbering, labeling, etc. shall be clearly printed on 0.080-inch anodized aluminum plate by either of the following processes:

a) Silk screen lettering covered with a clear protective finish.

b) Photo–etching and epoxy paint.

The plates shall be mechanically fastened in a manner approved by the Agency.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide our standard identification labels that are a combination of vinyl decals, silk screened polycarbonate panels, and silk screened aluminum plates.

GILLIG maintains a complete selection of appropriate decals in stock and will meet all the Agency's specifications.

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| RFP Section: | Decals, Numbering and Signing  
| Page: | Addendum#1, Pg 80  

**Customer Specification Requirement:**

Bus numbers shall also be painted on the roof in the maximum size possible. The Agency prefers that the numbers be thirty (30) inches high.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to supply decals in place of painted numbers for this section.

GILLIG also requests approval to provide twenty-four inch (24") numbers.

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**Agency Response:**
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<td>RFP Section:</td>
<td>Exterior Lighting</td>
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<td>Addendum#1, Pg 81</td>
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**Customer Specification Requirement:**

Light Emitting Diode (LED) lights shall be utilized for all applications where certified LED lights are available and shall be Dialight, or Deviation

**Question, Clarification or Approved Equal:**

GILLIG wishes to advise the Agency that the strip lamps located in the engine compartment and the front turn signal lights are the only non-Dialight manufactured lights on our vehicle. All other lamps are compliant with this section.

GILLIG requests concurrence with our standard lighting configuration.

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**Agency Response:** Acknowledged
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<td>Service Area Lighting (Interior and Exterior)</td>
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**Customer Specification Requirement:**

LED lamps shall be provided in the engine and all other compartments where service may be required to generally illuminate the area for night emergency repairs or adjustments, producing a minimum of 300 lumens of light. These service areas shall include, but not be limited to, the engine compartment, the communication box, junction/apparatus panels and passenger door operator compartments.

**Question, Clarification or Approved Equal:**

GILLIG request approval to provide (3) 18" LED strip lamps inside the exterior engine compartment and (2) incandescent sealed lamps inside the interior main multiplexing compartment.

This is the standard lighting configuration on the GILLIG Low Floor bus and provides excellent illumination for the entire power train and multiplexing compartment where typically majority of the Agency's service work is completed.

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<td>Proposer:</td>
<td>INTERIOR PANELS AND FINISHES</td>
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<tr>
<td>RFP Section:</td>
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Customer Specification Requirement:
The entire interior shall allow cleaning with a hose, using a liquid soap attachment.

Question, Clarification or Approved Equal:
GILLIG requests approval to delete the requirement for the entire interior to be cleanable with a hose.

When cleaning the floor, GILLIG recommends using a broom and mop, and not a hose. GILLIG also recommends that caulking/sealer in flooring seams be regularly inspected and maintained. Cracks in the flooring or at seams can allow water or other liquids to seep through and damage the flooring adhesive and the plywood floor.

Agency Action: [ ] Approved [ ] Denied

Agency Response: Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

**RFP# 269-2020-883, Bus Procurement Project**  
**ATTN: John Larson**  
**Charlotte Area Transit System**  
**600 East Fourth Street, 9th Floor**  
**Charlotte, NC 28202**

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<td>RFP Section:</td>
<td>INTERIOR PANELS AND FINISHES</td>
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<td>Page:</td>
<td>Addendum#1, Pg 84</td>
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**Customer Specification Requirement:**

Sidewall posts between the windows shall be covered with a suitable material and must be approved by the Agency, in writing, prior to bid.

**Question, Clarification or Approved Equal:**

GILLIG requests approval to provide our standard sidewall post cap mullions and sidewall panels constructed of melamine material and manufactured by Wilsonart.

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**Agency Response:** Acknowledged
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**Customer Specification Requirement:**

Interior side trim panels and driver's barrier shall be melamine, 0.12 inch thick minimum thickness, or other approved composite plastic trim panel material that meet Docket 90 requirements and are graffiti resistant. It shall permit easy removal of paint, greasy fingerprints, and ink from felt tip pens. The color shall be Wilsonart 7022-13, Ironwood or equal.

**Question, Clarification or Approved Equal:**

GILLIG wishes to advise the Agency that the GILLIG Low Floor bus is fully compliant with all the applicable Federal Motor Vehicle Safety Standards (FMVSS), including FMVSS 302, which is the current industry standard.

Your specifications mention in several locations the requirement to comply with Docket 90-A. Please note that this regulation was issued by the Federal Transit Administration on October 20, 1993, and governs "RECOMMENDED Fire Safety Practices for Transit Bus and Van Materials."

We want to clarify that the Docket 90A requirement listed in the specifications is a voluntary recommended regulation and some (but not all components) may comply.

GILLIG requests your approval.

**Agency Action:**

- [ ] Approved
- [ ] See Addendum
- [x] Denied
- [ ] See response below

**Agency Response:** Partially approved, however we reserve the right to make final color decisions at the pre-production meeting.
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Fire Resistance</td>
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<td>Addendum#1, Pg 85</td>
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Customer Specification Requirement:


Question, Clarification or Approved Equal:

GILLIG wishes to advise the Agency that the GILLIG Low Floor bus is fully compliant with all the applicable Federal Motor Vehicle Safety Standards (FMVSS), including FMVSS 302, which is the current industry standard.

Your specifications mention in several locations the requirement to comply with Docket 90-A. Please note that this regulation was issued by the Federal Transit Administration on October 20, 1993, and governs "RECOMMENDED Fire Safety Practices for Transit Bus and Van Materials."

We want to clarify that the Docket 90A requirement listed in the specifications is a voluntary recommended regulation and some (but not all components) may comply.

GILLIG requests approval to delete this requirement.

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Customer Specification Requirement:

A doorway and rear step lighting system shall be illuminated when the master switch is in RUN and NIGHT RUN positions, except the front doorway which shall be extinguished when the front door is closed. Illumination shall be provided by LED strip lighting at both locations.

Question, Clarification or Approved Equal:

GILLIG requests approval to furnish the front and rear door step lights mounted adjacent to the step on the side of the coach, rather than a strip light mentioned.

This proposed lamp configuration is also consistent with buses previously delivered.

Please see attached.

Agency Action:

☑ Approved
☐ Denied

Agency Response:
CER 2. Request for Pre-Offer Change or Approved Equal
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Customer Specification Requirement:

A floor mounted electronic registering farebox as specified by the Agency complete with DBA, Cashbox ID, and Electronic Locks, and a Ticket Reader/Issue Machine (TRIM) or Deviation complete with mounting brackets shall be provided by the contractor.

Question, Clarification or Approved Equal:

GILLIG submitted a request to remove the farebox from the base vehicle cost and instead provide pre-wiring and mounting provisions in each vehicle and add an option price on the Price Pages. Should this request be denied and a farebox be required, GILLIG requests additional information on the exact model and manufacturer of the farebox, including height, trim kit and any other mechanical or electronic features included. This will allow us to procure the correct farebox.

Agency Action:

- [ ] Approved
- [ ] See Addendum
- [x] Denied
- [ ] See response below

Agency Response: We require mounting and electrical provision for a 41” Genfare Fast Fare electronic farebox.
CER 2. Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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Customer Specification Requirement:

A floor mounted electronic registering farebox as specified by the Agency complete with DBA, Cashbox ID, and Electronic Locks, and a Ticket Reader/Issue Machine (TRIM) or Deviation complete with mounting brackets shall be provided by the contractor.

Question, Clarification or Approved Equal:

GILLIG request approval to remove the farebox requirement from the base vehicle cost and instead provide pre-wiring and mounting provisions in each vehicle and an option price on the Price Pages.

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Agency Response:
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<td>Interior Access Panels and Doors</td>
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**Customer Specification Requirement:**

Commuter coach luggage compartments shall be secured with keyed locks.

**Question, Clarification or Approved Equal:**

GILLIG wishes to advise the Agency that the design of our overhead luggage lofts preclude the use of compartment locks. With this in mind, should the Agency elect to procure a “commuter” style vehicle, GILLIG requests approval to provide luggage lofts that are constructed of aluminum and incorporate an open aisle side entry.

It has been GILLIG’s experience that the aluminum luggage racks provide a light weight, durable and attractive configuration, while providing low maintenance and superior service to our customers.

Please see attached example of our standard luggage loft offering.

![Luggage lofts.JPG](Luggage lofts.JPG)

**Agency Action:**

- [ ] Approved
- [X] Denied
- [ ] See Addendum
- [ ] See response below

**Agency Response:** Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal
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Customer Specification Requirement:

Grab straps or other extensions as necessary may be provided for sections where vertical assists are not available and for the use by passengers that cannot reach to 70 in. If provided, grab straps shall be fabric.

Question, Clarification or Approved Equal:

GILLIG seeks clarification on the requirements for overhead grab straps. Does the Agency require grab straps and if so how many on each vehicle?

Agency Action:  
☐ Approved  ☐ Denied
☐ See Addendum  ☒ See response below

Agency Response: We require 16 grab straps per 40’ vehicle. The combination includes eight per side, with six mounted on the lower deck and two on the upper deck.
CER 2. Request for Pre-Offer Change or Approved Equal
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| Request #: | GILLIG LLC |
| RFP Section: | Passenger Doors |
| Page: | Addendum#1, Pg 96 |

Customer Specification Requirement:

The rear door shall be two-section outward opening, manually opened by passengers and closed by Vapor Electric Door System mechanism or Deviation.

Question, Clarification or Approved Equal:

GILLIG requests approval to provide passenger doors that are air powered, rather than electric.

| Agency Action: | Approved | Denied |
| See Addendum | See response below |

Agency Response:
**CER 2. Request for Pre-Offer Change or Approved Equal**

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<td>Passenger Doors</td>
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**Customer Specification Requirement:**

When open, the doors shall leave an opening no less than 75.3 in. in height.

**Question, Clarification or Approved Equal:**

GILLIG requests approval for a minimum front door header clearance of 75”.

This is the standard door configuration on the GILLIG Low Floor coach and is also consistent with previously delivered buses to the Agency.

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**Agency Response:** Acknowledged
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Customer Specification Requirement:
Glazing material and tint shall be the same for both front and rear doors.

Question, Clarification or Approved Equal:
GILLIG wishes to advise the Agency that we'll provide 1/4" laminated safety glass for both the entrance and exit doors; however, FMVSS 205 requires that the entrance door glazing be no less than 73% light transmissivity. The rear exit door glazing will be 28% light transmissivity.

GILLIG requests concurrence.

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Request #: GILLIG LLC
Proposer: GILLIG LLC
RFP Section: Interchangeability
Page: Addendum#1, Pg 8

Customer Specification Requirement:
Unless otherwise agreed, all units and components procured under this Contract, whether provided by Suppliers or manufactured by the Contractor, shall be duplicates in design, manufacture and installation to ensure interchangeability among buses in each order group in this procurement.

Question, Clarification or Approved Equal:
GILLIG agrees that all coaches to be manufactured within a given production run will be duplicates in design, manufacture, installation, etc., as required by this section.

However, since this solicitation includes an option for additional coaches, GILLIG requests approval that any such optional coaches may include regulated or legislated changes or product improvements initiated by GILLIG and/or vendors without obligation to retrofit previous builds.

For example, the engine manufacturer might change engine emission components in order to assure a more reliable system or to meet regulatory requirements that might have changed. GILLIG agrees to advise the Agency with regard to any significant variations of design or cost between coaches in the basic award and those exercised as part of an option.

Agency Action: [ ] Approved [ ] Denied
[ ] See Addendum [ ] See response below

Agency Response: Acknowledged
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Request #:
Proposer: GILLIG LLC
RFP Section: Contract Deliverables
Page: 39

Customer Specification Requirement:
List of OEM component repair manuals, With pilot bus.

Question, Clarification or Approved Equal:
GILLIG requests approval to provide our standard manuals and cross referencing information 6 weeks after delivery of first bus to satisfy this item in the specification. GILLIG parts manuals and parts price lists identify by part number and price all the equipment incorporated into the Low Floor coach as bid. The manuals also include cross-referencing to major OEM components and other competitive and alternative sources where available, but sometimes cannot include detail break downs because of proprietary, contractual, or other non-availability reasons.

Agency Action:  
☑ Approved  
☐ Denied
☐ See Addendum  
☒ See response below

Agency Response: Acknowledged
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Customer Specification Requirement:

In-process drawings, 30 days prior to production.

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for copies of In-process drawings to be included with this build.

GILLIG provides a parts manual and maintenance manual with exploded views which have proved most satisfactory at numerous transit authorities, including CATS.

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Customer Specification Requirement:

Electrical and air schematics, 30 days prior to production

Question, Clarification or Approved Equal:

GILLIG requests approval to provide sample parts and electrical / air schematic manuals with the bid. Also, the final parts and electrical / air schematic manuals six weeks after the delivery of the first bus, rather than providing draft copies at the time of delivery.

This will allow complete incorporation of the Agency's specifications and any changes that may be required during the production process.

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Customer Specification Requirement:

As-built drawings, Within 60 days after final bus delivery

Question, Clarification or Approved Equal:

GILLIG requests approval to delete the requirement for copies of As-built drawings to be included with this build.

GILLIG provides a parts manual and maintenance manual with exploded views which have proved most satisfactory at numerous transit authorities, including CATS.

Agency Action: [ ] Approved [ ] Denied

Agency Response: Acknowledged
CER 2. Request for Pre-Offer Change or Approved Equal

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Request #:
Proposer: GILLIG LLC
RFP Section: Training and Technical Support
Page: 61

Customer Specification Requirement:

Training and Technical Support.

Question, Clarification or Approved Equal:

GILLIG requests the number of personnel who will be attending each phase of the maintenance training programs.
1) Bus related training for the Agency’s personnel.
2) Operator Training
3) Maintenance Training
4) Overhaul Shop Training

Agency Action: [ ] Approved [ ] Denied
See Addendum See response below

Agency Response: In order to provide adequate Training for all Trainers so that they can Train all employees, 25 for each phase of maintenance training programs.
# CER 2. Request for Pre-Offer Change or Approved Equal

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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

**RFP# 269-2020-883, Bus Procurement Project**  
**ATTN: John Larson**  
**Charlotte Area Transit System**  
**600 East Fourth Street, 9th Floor**  
**Charlotte, NC 28202**

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<tr>
<td>RFP Section:</td>
<td>Training Aids</td>
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<td>Page:</td>
<td>Addendum#1, Pg 12</td>
</tr>
</tbody>
</table>

## Customer Specification Requirement:

The Contractor shall supply full size mock-up and component assemblies including necessary supporting and display racks, for the Agency to use initially and on a continuous basis as training aids. The mock-ups, may be board mounted to conserve space and to enhance conception of the actual operation of the sub-systems. Configuration of the training aid is subject to the Agency’s approval. The following training aids shall be delivered prior to commencement of training programs:

- **a)** Power Module—Completely dressed and mounted upon a stand for operation (not under load) of engine and transmission with full instrumentation. Capable of operation without any auxiliary power supply or interfaces other than ventilated exhaust pipe. The module will contain the complete exhaust system, including the diesel particulate filter.
- **b)** Diesel Engine—Complete engine, stand mounted, suitable for repeated disassembly and reassembly
- **c)** Electrical System—Complete, full size, operational, board mounted, including multiplex system and interfaces with all electrical equipment. Can be plugged into 120VAC power for operational demonstration.
- **d)** Transmission and Retarder—complete with coolers and plumbing, mounted on a stand suitable for repeated disassembly and reassembly.
- **e)** Compressed Air System—complete with all valves and typical piping, operational, board mounted. Operation can be emulated by plugging into shop compressed air supply for operational demonstration.
- **f)** Front & Rear Axle Assys.—Individually mounted with suspensions, on a stand suitable for repeated disassembly and reassembly.

## Question, Clarification or Approved Equal:

GILLIG requests approval to provide separate lines on the Price Sheet to keep the training and training aid costs separate from the base price of each coach.

GILLIG also advises that we will provide an itemized list of all training and aids to be supplied.

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<th>Agency Action:</th>
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<td>Approved Addendum</td>
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**Agency Response:**
CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
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<td>IP 12.3 PREPARATION OF PROPOSALS</td>
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<td>IP 13.5 PROPOSAL SELECTION PROCESS</td>
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<td>CER 1. PROPOSER’S CHECKLIST</td>
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<td>CER 7. PRE-AWARD EVALUATION DATA FORM</td>
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Customer Specification Requirement:
PACKAGE 3 QUALIFICATIONS PACKAGE REQUIREMENTS
2.. A copy of the three (3) most recent financial statements audited by an independent third party or a statement from the Proposer regarding how financial information may be reviewed by the Agency

QUALIFICATION REQUIREMENTS
1. Sufficient financial strength, resources and capability to finance the Work to be performed and to complete the Contract in a satisfactory manner, as measured by the following: Proposer’s financial statements prepared in accordance with generally accepted accounting principles of the jurisdiction in which the proposer is located, and audited by an independent certified public accountant; or a statement from the Proposer regarding how financial information may be reviewed by the Agency.

PACKAGE 3 QUALIFICATIONS PACKAGE REQUIREMENTS
2. A copy of the three (3) most recent audited financial statements or a statement from the Proposer regarding how financial information may be reviewed by the Agency

10. Attach as SCHEDULE FOUR Proposer’s last three (3) financial statements prepared in accordance with generally accepted accounting principles of the jurisdiction in which the Proposer is located, and audited by an independent certified public accountant; or a statement from the Proposer regarding how financial information may be reviewed by the Agency [This may require execution of an acceptable non-disclosure agreement between the Agency and the Proposer.]

Question, Clarification or Approved Equal:
Gillig LLC is a privately held California company with the financial ability to complete this procurement. We have a fully operational, fully staffed manufacturing plant located in Livermore, California to manufacture the vehicles proposed in compliance with specifications.

We request approval to delete the submission of our "Confidential" financial report with the bid documents. This information can be provided upon request during the negotiation process.

| Agency Action: | Approved | X | Denied | See Addendum | X | See response below |

Agency Response: This portion of the proposal will be used to evaluate the financial stability of the proposer which is part of the evaluation criteria. The submissions are not available for public inspection until after all matters of trade secrets and confidentiality have been resolved. Please instruct the proposer to indicate “trade secret” or “confidential” on the documents where applicable.
CER 2. Request for Pre-Offer Change or Approved Equal
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<td>GILLIG LLC</td>
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<tr>
<td>RFP Section:</td>
<td>SP 2.3 CONTRACT DELIVERABLES</td>
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<td>Page:</td>
<td>38</td>
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Customer Specification Requirement:

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<tr>
<th>Deliverable</th>
<th>Agency Action</th>
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<th>Format</th>
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<tr>
<td>11. Title documentation</td>
<td>Review</td>
<td></td>
<td>10 days prior to bus delivery</td>
<td>Electronic Hardcopy</td>
<td>1 per bus</td>
</tr>
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</table>

Question, Clarification or Approved Equal:

GILLIG wishes to advise that all documents required for registering of buses are shipped to the Customer as each bus is released for delivery. This package will contain the invoice, weight slip, MSO and any other documentation required for registration of the buses and will arrive shortly after the bus is delivered.

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Agency Response:
CER 2. Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>SP 3. OPTIONS AND OPTION PRICING</td>
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**Customer Specification Requirement:**
Within thirty (30) days after delivery of the Notice of Exercise of Option to the Contractor, the Contractor shall submit a proposed delivery schedule. Along with the proposed delivery schedule, the Contractor will provide the Agency with access to its production schedule for the purpose of the parties verifying available production capacity. The production schedule shall include a reasonable time for mobilization and for coordinating with other vehicle orders, and it shall be based upon a production rate at least equal to the production rate actually realized with respect to the base order vehicles.

**Question, Clarification or Approved Equal:**
We request your approval to negotiate the OPTION bus delivery schedule at date of award.

**Agency Action:**
- [x] Approved
- [] Denied
- [] See Addendum
- [] See response below

**Agency Response:**
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>RFP Section:</td>
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<tr>
<td>Page:</td>
<td>228-229</td>
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</table>

Customer Specification Requirement:
8. PRICE ADJUSTMENT
Entire Section.

Question, Clarification or Approved Equal:
GILLIG requests revision of the entire section mentioned above to read as follows per the City’s RFP requirement section SP 3. Options and Option Pricing, page 40:

The Contractor hereby grants the Agency and any permissible assignee options (“Options”) to purchase up to One-Hundred and Eighty-Eight (188) additional vehicles (“Option Vehicles”). The Options shall be valid for a period of five years from the effective date of the Contract. There shall be no minimum order quantity for any permissible assignee. Subject to the Agency’s right to order modifications, the Option Vehicles shall have the same specifications as the vehicles purchased under this Contract. The Agency may exercise the Options by written notice to the Contractor (“Notice of Exercise of Option”) at any time on or before five years following the effective date of the Contract (“Option Date”).

The price of the Option Vehicles shall be the unit price of the base order vehicles, (“Base Order Price”) adjusted by multiplying the base order price by the following fraction:

Latest Published Preliminary Index Number Prior to Notice of Exercise of Option / Index Number on Effective Date of the Contract

The Index shall be the Producer Price Index for Truck and Bus Bodies, Series No. 1413, published by the United States Department of Labor Bureau of Labor Statistics, or if such Index is no longer in use, then such replacement that is most comparable to the Index as may be designated by the Bureau of Labor Statistics, or as agreed by the parties.

Use of the PPI avoids arbitrary inflation estimates which may unnecessarily raise the option bus prices quoted. For multi-year procurements, the use of the PPI has been well accepted in the transit industry and approved by the FTA.

Agency Action: [ ] Approved   [x] Denied
                [ ] See Addendum   [ ] See response below

Agency Response:
CER 2. Request for Pre-Offer Change or Approved Equal
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Charlotte, NC 28202

| Request #: | 5 |
| Proposer: | GILLIG LLC |
| RFP Section: | SECTION 10: SAMPLE CONTRACT |
| Page: | 229 |

Customer Specification Requirement:
13. GENERAL WARRANTIES
13.1 It is a corporation duly incorporated, validly existing and in good standing under the laws of the state of Oregon, and is qualified to do business in North Carolina;

Question, Clarification or Approved Equal:
GILLIG wishes to advise that we are a Limited Liability Company, a California company. We are in good standing under the laws of the state of California and are qualified to do business in North Carolina and throughout the entire United States.

| Agency Action: | x | Approved |
| | | | Denied |
| | See Addendum | x | See response below |

Agency Response: Clarification – the proposer only needs to be qualified to do business in North Carolina.
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>231</td>
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Customer Specification Requirement:

21. ACCEPTANCE OF PRODUCTS/SERVICES. The Products delivered under this Contract shall remain the property of the Company until the City physically inspects, actually uses and accepts the Products. In the event Products provided to the City do not comply with the Contract, the City shall be entitled to terminate the Contract upon written notice to the Company and return such Products (and any related goods) to the Company at the Company’s expense. In the event the Services provided under this Contract do not comply with the Contract, the City reserves the right to cancel the Service and rescind any related purchase of products upon written notice to the Company. The remedies stated in this Section are in addition to and without limitation of any other remedies that the City may have under the Contract, at law or in equity.

Question, Clarification or Approved Equal:

GILLIG requests the addition of the following paragraph to your bid specifications sample contract:

Within fifteen (15) days after arrival at the designated point of delivery, each coach shall undergo the Agency tests. If the coach passes these tests, acceptance of the coach by the Agency occurs on the fifteenth day after delivery. Acceptance may occur earlier if the Agency notifies the Contractor of early acceptance or places the coach in revenue service.

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Agency Response:
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Page:</td>
<td>233-234</td>
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Customer Specification Requirement:
31. INDEMNIFICAITON
Entire Section

Question, Clarification or Approved Equal:
GILLIG requests the addition of the following paragraph to your bid specifications sample contract:
Contractor shall not be responsible to indemnify, defend, keep and save harmless the agency, it's officials, employees and agents against injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgements, costs and expenses which arise or accrue against the agency soley as the result of intentional or negligent acts on the part of the agency, it's agents, officials or employees.

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Agency Response: Per Legal, this language is acceptable.
CER 2. Request for Pre-Offer Change or Approved Equal

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<td>Page:</td>
<td>234-235</td>
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Customer Specification Requirement:
32. INSURANCE
Entire Section

Question, Clarification or Approved Equal:
Gillig maintains and pays the premiums for insurance of the types and limits it deems sufficient for its protection through the manufacturing process, and through delivery and acceptance at the Agency property.

Upon delivery of the transit vehicles, the Agency, as the new Legal Owner would be responsible to obtain and pay the premiums for insurance of the types and limits it requires for its protection.

Attached is a copy of our Certificate of Liability Insurance for your information and approval. GILLIG advises that our coverages exceed the requirement of the Sample Contract. If GILLIG is the successful proposer the City can be named as additional insured as required.

Agency Action: [ ] Approved [ ] Denied

1- Agency Response: The Certificate of Insurance MUST meet the guidelines and specifications as determined by Risk Management. As such, you have already acknowledged that you exceed the coverage required in the sample contract.
EXHIBIT B: New Flyer Questions
Request for Pre-Offer Change or Approved Equal
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John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 1
Proposer: New Flyer of America
RFP Section: TS 10.1 Engine Cooling
Page: 78

Questions/clarification or approved equal:
New Flyer requests approval to provide an EMP radiator which has end tanks that are fully welded to the cores (not removable). EMP radiators do not require frequent periodic removal of tanks.

Agency action: ☑ Approved □ Denied
□ See addendum □ See response below

Agency response:
# Request for Pre-Offer Change or Approved Equal

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| RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202 |

| Request #: 2 Proposer: New Flyer of America RFP Section: TS 10.1 Engine Cooling Page: 78 |

**Questions/clarification or approved equal:**

New Flyer requests approval to provide a radiator access door with an integral coarse screen. The built-in coarse screen prevents leaves, garbage and other large debris from accumulating and reducing radiator performance while providing the maximum surface area for airflow.

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**Agency response:**
### Request for Pre-Offer Change or Approved Equal

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**Request #:** 3  
**Proposer:** New Flyer of America  
**RFP Section:** TS 10.1 Engine Cooling  
**Page:** 78

**Questions/clarification or approved equal:**  
New Flyer requests approval to delete this requirement. Cummins has stated that with the additives used in the current coolant solution, there is no need to include a water filter to prevent corrosion, as it would be redundant.

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**Agency response:**
Request for Pre-Offer Change or Approved Equal

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Request #: 4
Proposer: New Flyer of America
RFP Section: TS 17.1
TS 37.3 Fuel Lines
Air Lines and Fittings
Page: 81 & 97

Questions/clarification or approved equal:
New Flyer requests approval to provide flexible fuel and air lines which are manufactured by Manuli and come equipped with plated steel fittings.

Agency action:  ✔ Approved  □ Denied  □ See addendum  □ See response below
Agency response:
Request for Pre-Offer Change or Approved Equal

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Request #: 5
Proposer: New Flyer of America
RFP Section: TS 17.2 Design and Construction
Page: 83

Questions/clarification or approved equal:

New Flyer requests approval to provide a semi-monocoque structure consisting of both Ferritic stainless-steel and carbon-steel. This unique design uses high-strength, low-alloy (HSLA) steel sheet and plate (ASTM A242, A588, A606, A568, CSA G40.21 44W, 50A, 50W) as well as tube and channel (ASTM A500, CSA G40.21 50A, 50W) for structural strength and durability.

Unlike traditional austenitic stainless-steel, ferritic stainless-steel is easily weldable to HSLA steel and retains its corrosion resistant properties even after welding. Furthermore, this grade of ferritic material is also known for its toughness and weld joints that exhibit excellent reliability, even when exposed to extreme cold temperatures.

All structural materials are coated with New Flyer’s corrosion protection system, regardless of type. New Flyer believes this combination of materials provides a robust structure that is extremely corrosion resistant, without the added cost, weight, workability or brittleness of fully austenitic or ferritic structures.

This is the same structural material that has been provided on prior builds.

Please see the attached document (SIB-400-001) for more information on New Flyer’s hybrid stainless-steel structure.

Agency action: □ Approved ✔ Denied
□ See addendum ✔ See response below

Agency response: Full Stainless Steel Chassis required by all proposers
**Request for Pre-Offer Change or Approved Equal**

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Submit form by email (preferred) to [john.larson@charlottenc.gov](mailto:john.larson@charlottenc.gov) or in writing to:

RFP# 269-2020-883, Bus
Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

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<tr>
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<tr>
<td><strong>Proposer:</strong> New Flyer of America</td>
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<tr>
<td><strong>RFP Section:</strong> TS 17.2. Design and Construction, Diesel</td>
<td></td>
</tr>
<tr>
<td><strong>Page:</strong> 83</td>
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</tbody>
</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide fuel tanks made from cross-linked polyethylene with a nominal thickness of 0.3”.

New Flyer fuel tanks are inherently corrosion resistant and mounted to support channels by means of stainless steel hardware to prevent movement. The reduced weight afforded by this design reduces maintenance time and improves fuel economy over the life of the vehicle, making it superior to similar tanks manufactured from welded stainless-steel.

Please see the attached document (SIB-241-003) for more information on the benefits of New Flyer's polyethylene fuel tank.

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<tr>
<td>□ See addendum</td>
<td>✓ See response below</td>
</tr>
</tbody>
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**Agency response:** Stainless Steel Tank Required by all proposers
Request for Pre-Offer Change or Approved Equal

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

Request #: 7
Proposer: New Flyer of America
RFP Section: TS 24. Towing
Page: 85

Questions/clarification or approved equal:
New Flyer request approval to provide towing with the use of an adapter, which can be performed from the front of the coach only.

Agency action: □ Approved □ Denied □ See addendum ☑ See response below

Agency response: Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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Request #: 8
Proposer: New Flyer of America
RFP Section: TS 24. Towing
Page: 87

Questions/clarification or approved equal:
New Flyer requests approval to provide a tow adapter that accommodate a 1.25 in. (31.8 mm) crane hook.

Agency action: ☑ Approved ☐ Denied
☐ See addendum ☐ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal
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East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 9
Proposer: New Flyer of America
RFP Section: TS 30.3.4 Kneeling
Page: 92

Questions/clarification or approved equal:
New Flyer requests approval for the bus to kneel at a maximum rate of 2 inches per second and at a nearly constant rate. The behavior of the air-adjustable suspension is dependent on factors such as governor pressure regulation as well as total air volume. Kneeling rate is one component of several factors that must be optimized to best meet real-world operational requirements.

Agency action:
☑ Approved
☐ Denied
☐ See addendum
☐ See response below

Agency response:
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<tr>
<td>Proposer: New Flyer of America</td>
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<tr>
<td>RFP Section: TS 31.2 Tires</td>
</tr>
<tr>
<td>Page: 93</td>
</tr>
</tbody>
</table>

Questions/clarification or approved equal:
New Flyer requests approval to provide 40' buses which require a 305/70R/22.5 tire. This is the standard size used by nearly all heavy-duty bus manufacturers in North America.

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Request #: 11  
Proposer: New Flyer of America  
RFP Section: TS 32. Steering  
Page: 94

Questions/clarification or approved equal:
New Flyer requests approval to provide the RH Sheppard M110 steering gear. This steering gear has a 23:1 gear ratio.

Agency action:  
☐ Approved  ☐ Denied  
☐ See addendum  ☑ See response below

Agency response:  
 Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal
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Request #: 12
Proposer: New Flyer of America
RFP Section: TS 32.1 Steering Axle
Page: 94

Questions/clarification or approved equal:
New Flyer requests approval to provide an M.A.N axle which is inherent to the Xcelsior design. M.A.N. axles utilize non-serviceable maintenance-free wheel bearings. These grease-packed, unitized bearings are equipped with seals in the hub, which provide protection from the outside environment, while reducing maintenance costs over the life of the bus.
Please see the attached document (SIB-203-002) for more information on the benefits of M.A.N. axles.

Agency action: □ Approved □ Denied □ See addendum ✓ See response below

Agency response: Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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Request #: 13
Proposer: New Flyer of America
RFP Section: TS 33. & TS 33.1 Drive Axle & Non-Drive Axle
Page: 95

Questions/clarification or approved equal:
New Flyer requests approval to provide the M.A.N. VOK-07F, a front axle and the HY-1336-F rear axle with disk brakes. The front axle is a cast iron, dropped beam with hollow section; steered, non-driven type axle. The maximum axle load is 15,873 on the front axle.
The rear axle is a rigid, driven, non-steerable axle made of high-quality spherical center castings, utilizing a single-stage power reduction gear train. The maximum axle load is 28,660 lbs for the rear axle.
Please see the attached document (SIB-203-002) for more information on the benefits of M.A.N. axles.

Agency action: □ Approved  □ Denied
□ See addendum  ✔ See response below

Agency response: Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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Request #: 14
Proposer: New Flyer of America
RFP Section: TS 34. Turning Radius
Page: 94

Questions/clarification or approved equal:
New Flyer requests approval to provide a turning radius of 43' for the 40' bus.
Please see the attached document (drawing number 426731) for more information.

Agency action: □ Approved □ See addendum □ Denied □ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

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Request #: 15
Proposer: New Flyer of America
RFP Section: TS 35.1
TS 35.4 Service Brake
Drum Brakes
Page: 96

Questions/clarification or approved equal:

New Flyer requests approval to provide a M.A.N. disc brakes system common to front and rear wheels equipped with ABS and ATC. The M.A.N. disc brake axles are equipped with MGM type 20 front brake chambers and MGM MJB 2024ET753 rear brake chambers. Specifications include a rotor diameter of 17 inches, a swept area of 636.4sq. inches and a pad area of 31sq. inches.

Disc brakes provide for efficient, reliable cost-effective braking. Benefits include:
- Significantly faster lining placement, reducing maintenance costs.
- Improved performance and fade-free.
- Reduced weight.
- Reduced noise over vehicles equipped with drum brakes.

M.A.N. has advised New Flyer that the rotor disc may be machined on either side, but overall thickness cannot be less than 37mm otherwise discs must be replaced. Disc brakes greatly reduce the life-cycle costs over the anticipated 12-year service life of the proposed buses and are inherent to New Flyer's bus design.

Manufacturer: MGM Brakes
Type: 24L
Maximum Operating Pressure: 130.5 psi (9.0 Bar)
Air Volume at Full Stroke (100 psi): 58.7 cu. in. (963 cc)
Maximum Stroke: 2.5" (64mm)

Please see the attached document (SIB-203/204-001) for more information on the benefits of New Flyer's proposed disc brake system.

Agency action:
☐ Approved  ☐ Denied  ☐ See addendum  ✔ See response below
Agency response:
Specification remains, submit deviation for evaluation
### Request for Pre-Offer Change or Approved Equal

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<td>Proposer:</td>
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<tr>
<td>RFP Section:</td>
<td>TS 35.1 Service Brake</td>
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<td>Page:</td>
<td>96</td>
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### Questions/clarification or approved equal:

New Flyer requests approval to utilize an end of life sensor, which provides the first warning level at 10% pad material remaining, when the brake is applied.

New Flyer's proposal is based on providing disc brakes, without a visible brake sensor, as this feature is not applicable to a disc brake system. The brake chamber pushrod is totally enclosed and sealed against the caliper. This improves the reliability of the brake system, but provides no visible indicator.

Please see the attached document (SIB-203/204-001) for more information regarding the proposed disc brake system.

### Agency action:

- ✓ Approved
- □ Denied
- □ See addendum
- □ See response below

### Agency response:
**Request for Pre-Offer Change or Approved Equal**

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<td><strong>RFP Section:</strong> TS 37.3 Air Lines and Fittings</td>
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<td><strong>Page:</strong> 98</td>
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**Questions/clarification or approved equal:**

New Flyer requests approval to provide the addition of a blue color code for nylon tubing. This color code is used to identify nylon hoses that provide air pressure for the vehicle suspension and improve ease of maintenance.

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<tr>
<td>Page:</td>
<td>98</td>
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**Questions/clarification or approved equal:**

New Flyer requests approval to provide a supporting interval, for both rigid and flexible lines, of 30 inches or less.

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<th>☐ See addendum</th>
<th>☐ See response below</th>
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</table>

**Agency response:**
New Flyer requests approval to provide the Haldex Gemini MDx air dryer. This air dryer features both an internal oil coalescing element and a ConSep separator. Both components are placed ahead of the dryer units in a convenient, compact package.

The Haldex Gemini MDx comes standard with a two (2) year or 200,000 miles guarantee. This warranty covers materials, workmanship and includes parts and labor.

Please see the attached document (SIB-246-060) for more information on the benefits of the Haldex Gemini MDx.

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Agency response:
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| Request #: | 20 |
| Proposer: | New Flyer of America |
| RFP Section: | TS 45.3 Storage Box |
| Page: | 116 |

### Questions/clarification or approved equal:

New Flyer requests approval to provide an operator storage box, located behind the operator's seat, with dimensions of 19.5" x 12" x 9.5". The box is tapered to accommodate the driver's seat recline angle. This provides a volume of approximately 2,223 cubic inches.

A larger storage box cannot be installed due to space constraints in this portion of the vehicle.

### Agency action:

- [✓] Approved
- [ ] Denied
- [ ] See addendum
- [ ] See response below

### Agency response:
### Request for Pre-Offer Change or Approved Equal

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<td>New Flyer of America</td>
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<tr>
<td>RFP Section:</td>
<td>TS 46.1 Windshield Wipers</td>
</tr>
<tr>
<td>Page:</td>
<td>116</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide two speed windshield wipers with intermittent operation feature, 24 Volt Sprague windshield wiper motors. Sprague wipers have been designed into the bus and have become inherent to our design.

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Request #: 22
Proposer: New Flyer of America
RFP Section: TS 47.8.2 Interior Mirrors
Page: 121

Questions/clarification or approved equal:
New Flyer requests approval to provide one Hadley interior rear-view mirror 8” X 15”

Agency action:  ☑ Approved          ☐ Denied
            ☐ See addendum    ☐ See response below

Agency response:
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<tr>
<td>RFP Section</td>
<td>TS 48. WINDOWS</td>
</tr>
<tr>
<td>Page</td>
<td>119</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide AROW Global, Storm-Tite windows. AROW Global windows offer a number of benefits, including:

- High-quality anodized aluminum finish and stainless-steel hardware to enhance long-term durability and corrosion protection.
- Meet or exceed customer and government requirements for safety, durability, serviceability and corrosion protection.

Please see the attached document (SIB-460-002) for more information on the benefits of AROW Global Storm-Tite windows.

**Agency action:**

- [ ] Approved
- [ ] Denied
- [ ] See addendum
- [✓] See response below

**Agency response:** Passenger side windows shall be AROW Global flush bonded transon W/8% -18% transimissivity. Heat Guard Not required. Ricon may be submitted as an alternative.
Request for Pre-Offer Change or Approved Equal

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Request #: 24
Proposer: New Flyer of America
RFP Section: TS 50. Driver’s Side Window
Page: 122

Questions/clarification or approved equal:
New Flyer requests approval to provide windows with fore and aft sliding sashes. The forward sash has exterior and interior handles. Flush or non-flush variants will be provided based upon customer preference.

Agency action:
☐ Approved
☐ Denied
☐ See addendum
☑ See response below

Agency response:
The operator's side window shall be AROW Global flush bonded full height sliding type. The sliding window section shall slide rearward and be designed to last the service life of the bus. When open, the window shall not rattle or close during braking or acceleration. Ricon may be submitted as an alternative.
**Request for Pre-Offer Change or Approved Equal**

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<tr>
<td>RFP Section: TS 50. &amp; 52</td>
<td>Page: 121 &amp; 124</td>
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<tr>
<td>Driver’s Window &amp; Side Windows</td>
<td>Questions/clarification or approved equal: New Flyer requests a clarification regarding whether the passenger windows are to be flush-mounted or visible frame. New Flyer will provide a driver's window of a matching type / configuration.</td>
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| Agency response: | AROW Global flush mounted bonded. No Heatguard required. |
Request for Pre-Offer Change or Approved Equal
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| Request #: 26 |
| Proposer: New Flyer of America |
| RFP Section: TS 52. Capacity and Performance |
| Page: 125 |

| Questions/clarification or approved equal: |
| New Flyer requests approval to provide an electric HVAC system using R407C refrigerant. R134 is not available with ThermoKing electric HVAC system. |

| Agency action: |
| ☑ Approved |
| □ Denied |
| □ See addendum |
| □ See response below |

| Agency response: |
**Request for Pre-Offer Change or Approved Equal**

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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

```
RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson
Charlotte Area Transit System 600 East Fourth Street,
9th Floor Charlotte,
NC 28202
```

<table>
<thead>
<tr>
<th>Request #: 27</th>
<th>Proposer: New Flyer of America</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP Section: TS 52. Capacity and Performance</td>
<td>Page: 126</td>
</tr>
</tbody>
</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide a roof-mounted HVAC system. Exhaust aftertreatment systems, for diesel vehicles, constrain available space in the rear attic compartment.

<table>
<thead>
<tr>
<th>Agency action:</th>
<th>□ Approved</th>
<th>✔ Denied</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>□ See addendum</td>
<td>□ See response below</td>
</tr>
</tbody>
</table>

**Agency response:** Our Specification remains
## Request for Pre-Offer Change or Approved Equal

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John Larson
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Transit System 600
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9th Floor Charlotte,
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<tr>
<th>Request #:</th>
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<tr>
<td><strong>Proposer:</strong></td>
<td>New Flyer of America</td>
</tr>
<tr>
<td><strong>RFP Section:</strong></td>
<td>TS 54.4 Driver’s Compartment Requirements &amp; TS 54.5 Driver’s Cooling</td>
</tr>
<tr>
<td><strong>Page:</strong></td>
<td>127</td>
</tr>
</tbody>
</table>

### Questions/clarification or approved equal:

New Flyer requests approval to provide air directly to the driver ducted from the main evaporator outlet. This is possible due to the proximity of the HVAC unit and the position of the air vents to the bus interior. Air will always be available through a control vent to the upper left of the driver.

There are three (3) sources of air to the driver from the Driver's Panel Louver - 448 cfm of air will be available.

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<tbody>
<tr>
<td></td>
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**Agency response:** Specification remains, submit deviation for evaluation
# Request for Pre-Offer Change or Approved Equal

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

| Request #: 29 |
| Proposer: New Flyer of America |
| RFP Section: TS 62. Repair and Replacement |
| Page: 129 |

**Questions/clarification or approved equal:**
New Flyer requests approval for fiberglass side-panels below the window line. These panels are designed to be repaired in place under many circumstances, without requiring removal. Xcelsior fiberglass exterior panels reduce maintenance, exhibit greater durability, are inherently resistant to corrosion and provide consistency of appearance throughout the life of the coach. Please see the attached document (SIB-420-003) for more information.

**Agency action:**
- □ Approved
- □ Denied
- □ See addendum
- ☑️ See response below

**Agency response:**
Specification remains, submit deviation for evaluation
# Request for Pre-Offer Change or Approved Equal

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- **RFP# 269-2020-883, Bus Procurement Project ATTN:**
- **John Larson**
- **Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202**

<table>
<thead>
<tr>
<th>Request #: 30</th>
<th>Proposer: New Flyer of America</th>
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</thead>
<tbody>
<tr>
<td>RFP Section: TS 69.1 Finish and Color Appearance</td>
<td></td>
</tr>
<tr>
<td>Page: 132</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Questions/clarification or approved equal:</th>
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</thead>
<tbody>
<tr>
<td>New Flyer requests approval to provide paint that shall be applied in accordance with New Flyer's own Exterior Paint Appearance Standard.</td>
</tr>
<tr>
<td>Please see the attached documents (Exterior Paint Appearance Standard and Surface Finish Standards) for additional information.</td>
</tr>
</tbody>
</table>

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<th>Agency action:</th>
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```text
RFP# 269-2020-883, Bus  
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John Larson  
Charlotte Area  
Transit System 600  
East Fourth Street,  
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NC 28202
```

<table>
<thead>
<tr>
<th>Request #: 31</th>
<th>Proposer: New Flyer of America</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP Section: TS 69.1 Appearance</td>
<td>Page: 132</td>
</tr>
</tbody>
</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide Axalta Imron Elite high solids polyurethane exterior paint. Axalta Epoxy Primer 2540S, Axalta Imron Elite Productive Basecoat and Axalta Imron 8460S Clearcoat.

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<tr>
<th>Agency action:</th>
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<tbody>
<tr>
<td>See addendum</td>
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<tbody>
<tr>
<td><strong>Proposer:</strong> New Flyer of America</td>
</tr>
<tr>
<td><strong>RFP Section:</strong> TS 70. Decals, Numbering and Signing</td>
</tr>
<tr>
<td><strong>Page:</strong> 133</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Questions/clarification or approved equal:</th>
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<tbody>
<tr>
<td>New Flyer requests approval to provide roof-top fleet number as decals and not painted numbers.</td>
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</table>

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<tr>
<th>Agency action:</th>
<th>Approved</th>
<th>Denied</th>
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<td>See addendum</td>
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<tbody>
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</tr>
<tr>
<td>Charlotte Area</td>
</tr>
<tr>
<td>Transit System 600</td>
</tr>
<tr>
<td>East Fourth Street,</td>
</tr>
<tr>
<td>9th Floor Charlotte,</td>
</tr>
<tr>
<td>NC 28202</td>
</tr>
</tbody>
</table>

| Request #: 33 |
| Proposer: New Flyer of America |
| RFP Section: TS 71.4 Headlights |
| Page: 136 |

**Questions/clarification or approved equal:**

New Flyer requests approval to provide Genuine New Flyer LED Headlights. New Flyer headlights have both LED high and LED low beam lamps manufactured by J.W. Speaker. The enclosure is stylized to provide a modern appearance.

Some of the benefits of New Flyer LED headlights include:

- The brightness of the bulbs will not disturb the vision of opposing traffic.
- Improved front mask styling with an automotive appearance.
- 12-year design life and 6-year warranty.
- FMVSS-108 compliance.

Please see the attached document (SIB-273-001) for more information on the benefits of Genuine New Flyer LED Headlights.

| Agency action: |
|--------|--------|
| ☑ Approved | ☐ Denied |
| ☐ See addendum | ☐ See response below |

**Agency response:**
**Request for Pre-Offer Change or Approved Equal**

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<th>Request #: 34</th>
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<tbody>
<tr>
<td><strong>Proposer:</strong> New Flyer of America</td>
</tr>
<tr>
<td><strong>RFP Section:</strong> TS 71.5 Brake Lights</td>
</tr>
<tr>
<td><strong>Page:</strong> 134</td>
</tr>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide the standard brake light layout with two (2), 18" LED strip light centered above the engine door.

Please see the attached document (drawing number 480812) for more information on New Flyer's proposed brake light configuration.

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</thead>
<tbody>
<tr>
<td>RFP Section: 1.1.1.1.2 License Plate Light:</td>
<td></td>
</tr>
<tr>
<td>Page: 137</td>
<td></td>
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</tbody>
</table>

Questions/clarification or approved equal:
New Flyer requests approval to have the license plate with LED light to be located in the lower, middle area on the engine door panel.

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<tr>
<th>Agency action:</th>
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<tbody>
<tr>
<td>□ See addendum</td>
<td>☑ See response below</td>
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</table>

Agency response: Specification remains, submit deviation for evaluation. The proposed location conflicts with our CATS branding logo.
**Request for Pre-Offer Change or Approved Equal**

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| RFP# 269-2020-883, Bus Procurement Project ATTN: |
| John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202 |

| Request #: 36 |
| Proposer: New Flyer of America |
| RFP Section: TS 72. INTERIOR PANELS AND FINISHES |
| Page: 138 |

**Questions/clarification or approved equal:**

New Flyer requests approval to supply anodized aluminum trim in areas where stainless steel trim cannot properly be formed for the given application.

<table>
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<tr>
<th>Agency action:</th>
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<tbody>
<tr>
<td>☐ See addendum</td>
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**Agency response:**
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<th>37</th>
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<tbody>
<tr>
<td>Proposer:</td>
<td>New Flyer of America</td>
</tr>
<tr>
<td>RFP Section:</td>
<td>TS 73. Interior Panels</td>
</tr>
<tr>
<td>Page:</td>
<td>138</td>
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</tbody>
</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide a passenger compartment and driver's barrier compliant to FMVSS 302.

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<tr>
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<td>□ See addendum</td>
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</table>

**Agency response:**

Please provide price for AROW Global MV308 w/ extended glass. Should be priced separately as an option.
**Request for Pre-Offer Change or Approved Equal**

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<th>Request #: 38</th>
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<tbody>
<tr>
<td>RFP Section:</td>
<td>TS 73.1</td>
</tr>
<tr>
<td></td>
<td>TS 83 Driver Area Barrier</td>
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<td>Communications</td>
</tr>
<tr>
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<td>Page: 139 &amp; 163</td>
</tr>
</tbody>
</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide storage of radio, video, AVA, AVL, APC and other electronics modules within the Secure Diagnostic Station (SDS). The SDS offers many benefits to New Flyer customers, including the following:

- Egress-type window behind the SDS enclosure allows for repairs from outside the bus.
- Quarter-turn latches to ensure security.
- Additional space behind the driver for optional tool or driver’s storage box.
- Manufactured from black fiberglass to minimize the glare and reflections that may impact the driver’s sightline(s).
- Acts as a barrier between the operator and the street-side front passenger seating area.

The SDS box is sealed against water intrusion from the exterior of the bus only as the interior of the vehicle is not a high-moisture area.

Please see the attached document (SIB-422-001) for more information regarding the benefits of the New Flyer Secure Diagnostic Station.

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<td>□ See addendum</td>
<td>✓ See response below</td>
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**Agency response:** Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

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<tbody>
<tr>
<td><strong>Proposer:</strong> New Flyer of America</td>
</tr>
<tr>
<td><strong>RFP Section:</strong> TS 73.9 Interior Lighting</td>
</tr>
<tr>
<td><strong>Page:</strong> 142</td>
</tr>
</tbody>
</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide Genuine New Flyer Interior LED Lighting. New Flyer’s lighting system provides a sleek, attractive appearance and has been designed specifically for the Xcelsior platform.

The New Flyer lighting system has numerous benefits, including:

- Integrated styling that matches the bus interior.
- Larger area for HVAC duct provides improved air circulation.
- Elimination of “hot spots” with consistent smooth coverage.
- High efficiency LEDs.
- 12-year, best-in-class warranty.
- Less visible hardware for a streamlined appearance.

Please see the attached document (SIB-277-001) for additional information on the benefits of Genuine New Flyer Interior LED Lighting.

**Agency action:**

- □ Approved
- □ Denied
- □ See addendum
- ✔ See response below

**Agency response:** Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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John Larson
Charlotte Area Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 40
Proposer: New Flyer of America
RFP Section: TS 75.1 Floor Panels
Page: 145

Questions/clarification or approved equal:
New Flyer requests approval to provide floor access panels that are manufactured using polyurethane and edge sealed. The panel has a recessed area which is covered with flooring material to provide an enhanced appearance. The flooring material in this area is secured using an adhesive approved by the flooring manufacturer. No retaining ring necessary. This installation is designed to last for the life of the vehicle.

Agency action: □ Approved □ Denied □ See addendum □ See response below

Agency response: Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

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<tbody>
<tr>
<td>Proposer: New Flyer of America</td>
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<tr>
<td>RFP Section: TS 78. Passenger Doors</td>
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<tr>
<td>Page: 151</td>
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**Questions/clarification or approved equal:** ✓

New Flyer requests approval to provide a Vapor Slide Glide electrically operated entrance door without the Class System. The Entrance door is controlled solely by the driver and CLASS III is not viable here.

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**Agency response:**
# Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section:</td>
<td>TS 78. Passenger Doors</td>
</tr>
<tr>
<td>Page:</td>
<td>151</td>
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| Questions/clarification or approved equal: | New Flyer requests approval to provide a Vapor Slide-Glide electric door with the CLASS III contactless acoustical sensing system. |

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<tr>
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| Agency response: | |
|------------------| |
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| Request #: | 43 |
| Proposal: | New Flyer of America |
| RFP Section: | TS 78.6 Actuators |
| Page: | 154 |

**Questions/clarification or approved equal:**
New Flyer requests approval to provide a warning bell manufactured by Tecumseh Signals.

| Agency action: | ☑ Approved | □ Denied | □ See addendum | □ See response below |
| Agency response: | |

Request for Pre-Offer Change or Approved Equal

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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

Request #: 44
Proposer: New Flyer of America
RFP Section: TS 79.2 Lift
Page: 157

Questions/clarification or approved equal:
New Flyer requests approval to provide the new, all-electric, SmartRider self-leveling wheelchair ramp. This ramp includes an inline electric motor, providing both quiet and smooth operation. Features include a single slope, a higher load carrying capability (up to 1000 lbs/450 Kg) and an optimized undercarriage (with stainless steel construction and a dual chain with an easy access tensioner). The SmartRider ramp, when fully integrated with New Flyer's Smart Rider electronic control suspension system, can provide single step ramp deployment with automated kneeling (kneeling occurs automatically when ramp is deployed), providing best in class control and accessibility.

Please see the attached document (SIB-203-006) for additional information on the benefits of New Flyer's SmartRider self-leveling wheelchair ramp.

Agency action: □ Approved  ☑ Denied  □ See addendum  □ See response below

Agency response: Our Specification remains
Request for Pre-Offer Change or Approved Equal

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson
Charlotte Area Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

| Request #: 45 |
| Proposer: New Flyer of America |
| RFP Section: TS 80. Destination Signs |
| Page: 160 |

Questions/clarification or approved equal:
New Flyer requests approval to provide a front destination sign with a display height and width of 7.9" x 62.75"

| Agency action: | □ Approved | □ Denied |
| | □ See addendum | ✔ See response below |

Agency response: Specification remains, submit deviation for evaluation
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Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202
```

| Request #: | 46 |
| Proposer:  | New Flyer of America |
| RFP Section: | TS 80. Destination Signs |
| Page: | 159 |

**Questions/clarification or approved equal:**

New Flyer requests approval to provide a destination sign, with a resolution of eight (8) rows by 96 columns, at the foreword-most curb-side window. Alternatively, New Flyer can provide a sign with a resolution of fourteen (14) rows by 112 columns at the second window position on the curb-side.

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**Agency response:** Specification remains, submit deviation for evaluation
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Request #: 47
Proposer: New Flyer of America
RFP Section: TS 80. Route Number Sign
Page: 162

Questions/clarification or approved equal:
New Flyer requests approval to provide a route number sign with a resolution of twelve (12) rows and forty (40) columns.

Agency action: ☐ Approved ☐ Denied
☐ See addendum ☐ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

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| RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202 |
|---|---|
| Request #: 48 | Proposer: New Flyer of America |
| RFP Section: TS 82. Passenger Stop Request/Exit Signal | Page: 161 |
| Questions/clarification or approved equal: | |
| New Flyer requests approval to provide a passenger stop request sign that is only visible to the passengers. A stop request indicator light is visible to the driver. This prevents the driver from being distracted and enhances safety. | |
| Agency action: | |
| ☑ Approved | ☐ Denied |
| ☐ See addendum | ☐ See response below |
| Agency response: | |
Request for Pre-Offer Change or Approved Equal

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---

Requests/clarification or approved equal:

New Flyer requests clarification regarding whether touch tape or pull cord passenger signals are preferred.

---

Agency action: □ Approved □ Denied □ See addendum ☑ See response below

Agency response: Pull cords required
**Request for Pre-Offer Change or Approved Equal**

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<th>Request #: 50</th>
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<tr>
<td><strong>Proposer:</strong> New Flyer of America</td>
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<tr>
<td><strong>RFP Section:</strong> Water test inspection</td>
</tr>
<tr>
<td><strong>Page:</strong> 190</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval of our standard water ten (10) minute water test which is performed using a 1.8 gal./minute volume with a nozzle pressure of 35-40 psi. This test represents a 95th percentile rainfall and mimics a 4.6”/hr. rainfall rate.

This test has been used on prior builds for KCM.

Please see the attached document (OPI-QAI-446 Water Test Procedure) for a complete description of our water test procedure.

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**Agency response:**
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| Request #: 51 |
| Proposer: New Flyer of America |
| RFP Section: TS 5.9 Fire Safety |
| Page: 67 |

Questions/clarification or approved equal:

New Flyer requests approval to provide a fire control panel (with audio and visual warning) mounted above the driver as opposed to the dash panel. A visual indicator is also provided on the driver's dash panel.

Agency action: ☑ Approved ☐ Denied ☐ See addendum ☐ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

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<tr>
<td>9th Floor Charlotte,</td>
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<tr>
<td>NC 28202</td>
</tr>
</tbody>
</table>

**Request #: 52**

**Proposer:** New Flyer of America

**RFP Section:** TS 10.1 Engine Cooling

**Page:** 78

**Questions/clarification or approved equal:**

New Flyer requests approval to provide a manual switch for reverse fan operation as opposed to automatic activation. This provides the operator the opportunity to check the vehicle surroundings and prevent property damage or injury.

There is no available sensor to detect the presence of people or objects in the surrounding area. This means that automatic activation of the fan reverse function would blow built-up debris, regardless of the presence of objects or people. It is for this reason that New Flyer requests manual activation and an operator visual check.

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**Agency response:**
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<tbody>
<tr>
<td>RFP Section:</td>
<td>TS 11. Transmission (Conventional Powertrain)</td>
</tr>
<tr>
<td>Page: 79</td>
<td></td>
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</tbody>
</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide electronically controlled transmission with on-board diagnostic capabilities but does not have the ability to timestamp out-of-parameter conditions.

Please note that the time-stamp feature can be met by providing either a separate Tacholink EDR or the New Flyer Connect System.

New Flyer Connect is an exclusive, state-of-the-art telematics solution, designed to give you smarter oversight of your fleet, improving bus uptime and lowering operating costs.

--Powerful analytics tools that deliver daily actionable information on vehicle performance
--Availability of diagnostic information at any time, without the need to touch the vehicle or attach external diagnostic systems.
--Real-time GPS location and alert information to improve road call response by knowing the issue before the technician arrives.

Please see the attached document (SIB-286-002) for more information regarding the New Flyer Connect telematics solution.

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Request #: 54
Proposer: New Flyer of America
RFP Section: TS 13.1 Service
Page: 81

Questions/clarification or approved equal:
New Flyer requests approval to provide a single, multi-function electronic gauge, that provides engine oil pressure and coolant temperature values as opposed to providing multiple gauges.
The use of a multi-function gauge is superior as it allows the vehicle to display multiple additional parameters, such as transmission oil temperature, tachometer, 12V battery voltage and 24V battery voltage. This feature makes more information immediately available and easily accessible to maintenance personnel.

Agency action: ☑ Approved  □ Denied
□ See addendum  □ See response below

Agency response:
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Request #: 55
Proposer: New Flyer of America
RFP Section: TS 36.1 Passenger Door Interlocks
Page: 97

Questions/clarification or approved equal:
New Flyer requests approval to discuss the results of the FMEA documentation at the time of pre-production meeting as opposed to supplying FMEA documentation at the time of proposal submission. These data are highly technical and business sensitive. Furthermore, the contents of FMEA analysis can easily be misinterpreted.

Agency action: ✅ Approved ☐ Denied
☐ See addendum ☐ See response below

Agency response:
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Request #: 56
Proposer: New Flyer of America
RFP Section: TS 40.1.1 Low-Voltage Batteries (24V)
Page: 101

Questions/clarification or approved equal:
New Flyer would like to clarify that PC-2150 batteries produce 1,150 cold cranking amps (CCA).

Agency action:

☐ Approved
☐ Denied
☐ See addendum
☑ See response below

Agency response: Acknowledged
Request for Pre-Offer Change or Approved Equal

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<tbody>
<tr>
<td>RFP Section: TS 40.1.1 Low-Voltage Batteries (24V)</td>
<td>Page: 101</td>
</tr>
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</table>

Questions/clarification or approved equal:
New Flyer would like to clarify that Group 31 batteries are not available with different size studs. Please note that the cables are color-coded with heat-shrink and labelled to prevent incorrect installation.

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Agency response:
Acknowledged
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<th>Request #: 58</th>
<th>Proposer: New Flyer of America</th>
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<tbody>
<tr>
<td>RFP Section: TS 40.1.2 Battery Cables</td>
<td>Page: 101</td>
</tr>
<tr>
<td>Questions/clarification or approved equal: New Flyer requests approval to provide cables that are color-coded at the cable ends as follows: -Red: 24V -Blue: 12V -Black: Ground</td>
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<td>Agency action: ☑ Approved ☐ Denied ☐ See addendum ☐ See response below</td>
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Request #: 59
Proposer: New Flyer of America
RFP Section: TS 40.1.2 Battery Cables
Page: 101

Questions/clarification or approved equal: New Flyer requests approval to use jumper power cables that links the disconnect switch to the main 24V busbar and to link the main 24V busbar to the starter.
New Flyer provides this configuration to minimize the amount of electrical connections that would be stacked on the 24V load side of the disconnect switch.

Agency action: □ Approved □ Denied □ See addendum ✔ See response below

Agency response: Specification remains, submit deviation for evaluation
# Request for Pre-Offer Change or Approved Equal

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<th>Request #: 60</th>
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<tbody>
<tr>
<td>RFP Section: TS 40.1.3 Jump Start</td>
<td>Page: 101</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to provide a jumpstart connector, mounted in the fuse box, located at the rear-curb side of the bus.

Please see attached document (SIB-260-001) for additional information

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**Agency response:** Specification remains, submit deviation for evaluation
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Request #: 61
Proposer: New Flyer of America
RFP Section: TS 40.1.4 Battery Compartment
Page: 102

Questions/clarification or approved equal:
New Flyer requests approval for a disconnect switch, mounted in the fuse box, located at the rear curb-side of the bus.
Please see attached document (SIB-260-001) for additional information

Agency action:
☐ Approved
☐ Denied
☐ See addendum
☑ See response below

Agency response: Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

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<tr>
<td><strong>RFP Section:</strong> TS 40.1.4 Battery Compartment</td>
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<tr>
<td><strong>Page:</strong> 102</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval for a polyethylene battery tray supported by a stainless-steel sub-frame. This design is inherently corrosion resistant, lightweight and has proven to be extremely robust. Batteries are supported by structural stainless-steel U-channels that are sized to provide the correct support for four (4) Group-31 batteries. Please see the attached document (SIB-260-001) for additional information on the proposed New Flyer battery tray.

**Agency action:**

☐ Approved
☐ See addendum
☐ Denied
☐ See response below

**Agency response:** Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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<tr>
<td><strong>Proposer:</strong> New Flyer of America</td>
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<tr>
<td><strong>RFP Section:</strong> TS 40.1.8 Circuit Protection</td>
</tr>
<tr>
<td><strong>Page:</strong> 103</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer wishes to clarify that its proposal shall include the use of high-current fuses for circuits with current requirements greater than or equal to 80 amps. These include the main power distribution circuits that originate in the fuse box and distribute power through the coach.

Main power distribution circuits provide power to subsystems such as the battery equalizer, rear panel, side console, climate control unit, radiator and grid heater.

Failure of one of these high-current fuses would indicate a severe problem that would require immediate action. Use of breakers for these circuits would not be recommended as it would encourage restoration of power, prior to resolution of the underlying issue. Fuses on these circuits should have an extremely low likelihood of blowing, thus obviating the need for breakers and making fuses a superior alternative.

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<tbody>
<tr>
<td>RFP Section:</td>
<td>TS 40.3 Low Voltage/Low Current Wiring and Terminals</td>
</tr>
<tr>
<td>Page: 104</td>
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</table>

Questions/clarification or approved equal:
New Flyer requests approval to provide terminal connections with pins as necessary for connection points on the supply-side. The type of connection that New Flyer uses is dependent on the connector configuration provided by component supplier and should not be changed.

Agency action:

- [ ] Approved
- [ ] Denied
- [ ] See addendum
- [✓] See response below

Agency response:
Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal
This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus
Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 65
Proposer: New Flyer of America
RFP Section: TS 40.3 Low Voltage/Low Current Wiring and Terminals
Page: 104

Questions/clarification or approved equal:
New Flyer requests approval to delete the requirement for the application of dielectric grease in cases where:
- Connectors are designed to withstand temperatures between -40° C to 125° C.
- Connectors are sealed and IP67 rated (water-proof and dust-proof)

Agency action:
☑ Approved
□ Denied
□ See addendum
□ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

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Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

| Request # | 66 |
The | Proposer | New Flyer of America |
The | RFP Section | TS 40.5 Electrical Compartments |
The | Page | 105 |

Questions/clarification or approved equal:
New Flyer requests approval to ship-loose its side console decal to provide greater flexibility and allow it to be mounted in the preferred location.

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Request for Pre-Offer Change or Approved Equal

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

Request #: 67
Proposer: New Flyer of America
RFP Section: TS 42.2.1 I/O Signals
Page: 107

Questions/clarification or approved equal:
New Flyer request approval to provide ten (10) percent spare input and output at each I/O location.

Agency action:  □ Approved  □ Denied
                       □ See addendum  ✔ See response below

Agency response: Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

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Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

---

**RFP# 269-2020-883, Bus Procurement Project ATTN:**
**John Larson**
**Charlotte Area Transit System 600**
**East Fourth Street,**
**9th Floor Charlotte,**
**NC 28202**

---

**Request #: 68**
**Proposer:** New Flyer of America
**RFP Section:** TS 42.2.1 I/O Signals
**Page:** 107

**Questions/clarification or approved equal:**
New Flyer requests approval to provide wiring stamped with a wire code (not the I/O address) every 2.5 inches along the length of the wiring.
This allows changing of the input/output location without changing the entire wire. The electrical decal provided for the panel identifies input/output location for each applicable wire code.

---

**Agency action:**
- □ Approved
- □ See addendum
- □ Denied
- ☑ See response below

**Agency response:**
Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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John Larson
Charlotte Area
Transit System 600
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NC 28202

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<td>Proposer:</td>
<td>New Flyer of America</td>
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<tr>
<td>RFP Section:</td>
<td>TS 42.2.1 I/O Signals</td>
</tr>
<tr>
<td>Page:</td>
<td>108</td>
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**Questions/clarification or approved equal:**

New Flyer requests approval to delete this requirement as it is not available as an option from Parker Vansco. However, please note that we can meet this requirement by providing our New Flyer Connect system as an option. New Flyer Connect is an exclusive, state-of-the-art telematics solution, designed to give you smarter oversight of your fleet, improving bus uptime and lowering operating costs.

--Powerful analytics tools that deliver daily actionable information on vehicle performance
--Availability of diagnostic information at any time, without the need to touch the vehicle or attach external diagnostic systems.
--Real-time GPS location and alert information to improve road call response by knowing the issue before the technician arrives.

Please see the attached document (SIB-286-002) for more information regarding the New Flyer Connect telematics solution.

**Agency action:**

- [ ] Approved
- [ ] Denied
- [ ] See addendum
- ☑ See response below

**Agency response:**

Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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Procurement Project ATTN:
John Larson
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Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 70
Proposer: New Flyer of America
RFP Section: TS 43.3.2 Diagnostics and Fault Detection
Page: 109

Questions/clarification or approved equal:
New Flyer requests approval to delete the requirement for automatic shutdown due to overheated brakes. This is not currently an available option provided by New Flyer.

Agency action:
☑ Approved
☐ Denied
☐ See addendum
☐ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

| Request #: | 71 |
| Proposer: | New Flyer of America |
| RFP Section: | TS 78.6 Actuators |
| Page: | 155 |

Questions/clarification or approved equal:

New Flyer requests approval to provide a warning chime supplied by Westburne that has the following features:
- 12-24 VDC CHIME
- SPL OF 83 DBA AT 18”
- BLACK COVER WITH NO VENDOR NAME
- NO TIME DELAY

| Agency action: | □ Approved □ Denied □ See addendum ☑ See response below |

Agency response: Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 72
Proposer: New Flyer of America
RFP Section: TS 83. Communications
Page: 164

Questions/clarification or approved equal:
New Flyer requests approval to provide a Parker Vansco Multiplexing system. The Vansco system is compatible with the Trapeze IVLU V8. This system provides a number of benefits, including:
- Industry standard CAN J1939 communications protocol and ladder logic software.
- Easy-to-use diagnostics software runs directly on your laptop in Windows and includes free lifetime upgrades.
- Certified to J1455 environmental standards
- Meets or exceeds all test requirements for temperature, electrical transients, EMC, pressure wash and immersion.
- Features an all solid state construction (no internal fuses) to ensure reliability and reduced maintenance.
- Years of reliable service on more than 10,000 Xcelsior buses in North America.
Please see the attached document (SIB-284+286-001) for additional information on the benefits of the Parker Vansco Multiplex System.

Agency action:
☐ Approved  ☐ Denied
☐ See addendum  ☑ See response below

Agency response:

Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

| Request #: 73 |
| Proponent: New Flyer of America |
| RFP Section: TS 83.2 Public Address System |
| Page: 172 |

Questions/clarification or approved equal:

New Flyer requests approval to provide a gooseneck microphone mounted, on the driver's A-pillar and paired with a footswitch.

The gooseneck microphone allows the driver to make announcements without taking his/her hands off the wheel.

Agency action: □ Approved □ Denied □ See addendum ✔ See response below

Agency response: Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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NC 28202

| Request #: 74 |
| Proposer: New Flyer of America |
| RFP Section: TS 83.2.1 Speakers |
| Page: 172 |

Questions/clarification or approved equal:
New Flyer requests approval to mount the interior speakers with machine screws, flat washers and nuts. This combination of hardware provides a robust connection which can be removed and re-assembled without stripping the panel.

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NC 28202

Request #: 75
Proposer: New Flyer of America
RFP Section: TS 83.4.1 Drivers Speaker
Page: 172

Questions/clarification or approved equal:
New Flyer requests approval to mount the driver speaker on the driver's sawtooth located above the driver. This provides a closer distance between the speaker and the driver as opposed to mounting the speaker to the ceiling.

Agency action:  ☑ Approved  □ Denied
☐ See addendum  ☐ See response below

Agency response:
**Request for Pre-Offer Change or Approved Equal**

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John Larson
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<td>RFP Section: TS 83.4.1 Drivers Speaker</td>
<td>Page: 172</td>
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**Questions/clarification or approved equal:**

New Flyer requests approval to provide a driver speaker's that is supplied by Trapeze, as it is part of their AVA/AVL system. Please note this speaker is different from the interior passenger speakers.

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**Agency response:**
**Request for Pre-Offer Change or Approved Equal**

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East Fourth Street,
9th Floor Charlotte,
NC 28202

| Request #: 77 |
| Proposer: New Flyer of America |
| RFP Section: WR 1.1.5 Emission Control System (ECS) |
| Page: 174 |

**Questions/clarification or approved equal:**

New Flyer pleased to include a Cummins emission control system manufacturer warranty of five years or 100,000 miles (whichever occurs first). Please refer to the attached Cummins Warranty parchment for the applicable terms, conditions and exclusions.

For components that are not supplied by Cummins (e.g., exhaust system piping), New Flyer requests your approval to provide our standard warranty, of one year or 50,000 miles (whichever occurs first).

| Agency action: |  □ Approved |  □ Denied |
|  □ See addendum |  ☒ See response below |

**Agency response:**

New Flyer pleased to include a Cummins emission control system manufacturer warranty of five years or 100,000 miles (whichever occurs first). Please refer to the attached Cummins Warranty parchment for the applicable terms, conditions and exclusions: **APPROVED**

For components that are not supplied by Cummins (e.g., exhaust system piping) New Flyer request your approval to provide our standard warranty, of one year or 50,000 miles (whichever occurs first) **DENIED**—Specification remains.
**Request for Pre-Offer Change or Approved Equal**

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**RFP# 269-2020-883, Bus Procurement Project ATTN:** John Larson

Charlotte Area Transit System 600

East Fourth Street,

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**Questions/clarification or approved equal:**

New Flyer requests approval to provide the following warranties:

- Brakes - 1 year or 50,000 miles
- Air Dryer - 2 year or 200,000 miles
- Wheelchair Ramp System - 1 year or 50,000 miles
- Starter - 1 year or 100,000 miles

Warranty coverage ends when the time or mileage has been exceeded.

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<td>RFP Section: WR 1.1.9 Extension of Warranty</td>
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Questions/clarification or approved equal:
It is New Flyer’s priority to make every attempt to complete all warranty repairs within the timeframe allotted. In circumstances where it is not possible to complete warranty repairs within the thirty-day period due to uncontrollable part lead times, New Flyer requests your approval to not extend the warranty period as major component suppliers will not extend warranty periods to accommodate these circumstances.

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<td>RFP Section: WR 1.3.1 Pass-Through Warranty</td>
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Questions/clarification or approved equal:
Major Component Warranty repairs should be carried out by the equipment suppliers in order to adhere to their mandate that all warranty repairs be performed by an authorized dealer. For this reason, New Flyer requests a waiver to transfer the responsibility of administering warranty repairs to the supplier for all the major the components including engine, transmission, HVAC, destination signs and batteries.

Agency action: □ Approved ☑ Denied □ See addendum □ See response below

Agency response: Engine, Transmission, HVAC only
Request for Pre-Offer Change or Approved Equal

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RFP# 269-2020-883, Bus Procurement Project ATTN:
John Larson
Charlotte Area Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 81
Proposer: New Flyer of America
RFP Section: WR 1.4.1 Fleet Defect: Occurance and Remedy
Page: 176-177

Questions/clarification or approved equal:
New Flyer requests approval for fleet defect coverage, for the limited base bus warranty period, of 1 year/50,000 miles (whichever occurs first). This applies to orders or options of 12 or more units.
Please note: Fleet Defect does not apply major components (engine, transmission, and HVAC). Major component manufacturers will not recognize and/or participate in fleet defect clauses, however, if the fleet defect percentage is reached in a major component, New Flyer will fully support and assist you with obtaining a remedy from the major component manufacturer.

Agency action: □ Approved □ Denied
□ See addendum ☒ See response below

Agency response: Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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**RFP# 269-2020-883, Bus Procurement Project ATTN:**
John Larson
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NC 28202

---

**Questions/clarification or approved equal:**

It is New Flyer’s priority to ensure that all warranty-covered repairs are completed by the appropriate party in order for you to receive the highest quality, least expensive and most efficient outcome possible. With this goal in mind, New Flyer is requesting your approval on the following solutions:

1. Minor/Major Warranty-covered repairs should be carried out by the property and reimbursed by New Flyer through New Flyer’s iWarranty online portal. New Flyer is available to assist in completing these warranty-covered repairs when it is beyond the property’s scope of expertise.

2. Major Component Warranty repairs should be carried out by the equipment suppliers (engine, transmission, HVAC and destination sign suppliers) in order to adhere to their mandate that all warranty repairs be performed by an authorized dealer unless the property is an authorized warranty center. If the property elects to perform these repairs, without the written permission of the original equipment manufacturer, the remaining warranty coverage may be voided.

---

**Agency action:**

☐ Approved
☐ See addendum
☑ Denied
☐ See response below

**Agency response:**

See response to A/E # 80
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

Request #: 83
Proposer: New Flyer of America
RFP Section: WR 2.2 Repairs by the Contractor
Page: 177

Questions/clarification or approved equal:
New Flyer requests your approval to provide spare parts and tools required to complete warranty repairs, and whenever possible, to complete these repairs in your shop space. The New Flyer Service Team always strives to get your vehicles up and running as fast as possible. Repairing vehicles on-site reduces downtime and allows New Flyer Service to respond more rapidly and efficiently to the City's needs.

Agency action: ☑ Approved ☐ Denied ☐ See addendum ☐ See response below

Agency response:
**Request for Pre-Offer Change or Approved Equal**

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<th>Proposer: New Flyer of America</th>
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<tr>
<td>RFP Section: WR 2.3.5 Reimbursement for Labor and Other Related Cost</td>
<td>Page: 178</td>
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**Questions/clarification or approved equal:**
New Flyer requests approval to cover towing costs for 1-year / 50,000 miles (whichever occurs first). This request is being submitted due to towing being an expense which cannot be recovered from component and subsystem suppliers.

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**Agency response:**
Request for Pre-Offer Change or Approved Equal

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Request #: 85
Proposer: New Flyer of America
RFP Section: WR 2.3.6 Reimbursement for Parts
Page: 178

Questions/clarification or approved equal:
New Flyer requests approval to provide reimbursement for defective parts and for parts that must be replaced to correct a defect, for the duration of the bus warranty period as well as the following:
- Parts will be reimbursed at the current published price plus applicable taxes.
- Handling costs will be reimbursed up to a maximum of $100 per claim. New Flyer requests this cap due to the fact that New Flyer pre-pays shipping, for the customer to return parts, to the nearest New Flyer parts distribution center.

Agency action: □ Approved □ Denied □ See addendum □ See response below

Agency response: Specification remains, submit deviation for evaluation
## Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

### RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

| Request #: | 86 |
| Proposer: | New Flyer of America |
| RFP Section: | WR 2.4.1 Warranty Processing Procedures |
| Page: | 179 |

### Questions/clarification or approved equal:

Due to the unpredictable nature of road calls, troubleshooting times and difficulty in predicting the cost impact during the bid stage, New Flyer requests your approval to follow the industry-standard and to not provide reimbursement for road calls and troubleshooting items.

| Agency action: |
|☑ Approved |
|☐ Denied |
|☐ See addendum |
|☐ See response below |

### Agency response:

✓
Request for Pre-Offer Change or Approved Equal

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RFP# 269-2020-883, Bus
Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 87
Proposer: New Flyer of America
RFP Section: WR 2.5 Forms
Page: 179

Questions/clarification or approved equal:
New Flyer requests approval for all warranty claims to be submitted through New Flyer's iWarranty system. Submission of claims through our customer warranty portal improves response times and reduces the time necessary to reimburse claims. This improvement in efficiency is beneficial for both parties.

Agency action:
☑ Approved
☐ Denied
☐ See addendum
☐ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus
Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 88
Proposer: New Flyer of America
RFP Section: WR 2.7 Timeframe
Page: 179

Questions/clarification or approved equal:
New Flyer requests approval for a claim period is 30 days from the date of failure. This claim period supports our goal of getting your buses up and running as soon as possible and enables us to submit the claims to the supplier sooner for your reimbursement.

New Flyer requests your approval to have all failed components returned to New Flyer within 45 days from the date of failure. New Flyer has added an additional 15 days to the standard 30-day warranty claim period to allow for time expended in locating and shipping replacement parts and for the convenience of returning multiple failed parts to New Flyer in one shipment.

Agency action: □ Approved □ Denied □ See addendum □ See response below

Agency response: Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

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<thead>
<tr>
<th>RFP# 269-2020-883, Bus</th>
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<tbody>
<tr>
<td>Procurement Project ATTN:</td>
</tr>
<tr>
<td>John Larson</td>
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<tr>
<td>Charlotte Area</td>
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<tr>
<td>Transit System 600</td>
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<tr>
<td>East Fourth Street,</td>
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<tr>
<td>9th Floor Charlotte,</td>
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<tr>
<td>NC 28202</td>
</tr>
</tbody>
</table>

**Request #:** 89  
**Proposer:** New Flyer of America  
**RFP Section:** SP 2.3 Contract Deliverables Table 19. Final Preventive Maintenance Manuals  
**Page:** 38

**Questions/clarification or approved equal:**
New Flyer requests approval to delete the requirement for a separate maintenance manual. Our Bus Service Manual includes a section dedicated to preventative maintenance information.

**Agency action:**
- □ Approved  
- □ Denied  
- □ See addendum  
- ☑ See response below

**Agency response:** Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

| Request #: 90 | Proposer: New Flyer of America |
| RFP Section: SP 2.3 Contract Deliverables Table 20. Final Diagnostic Procedures Manuals | Page: 38 |

**Questions/clarification or approved equal:**

New Flyer requests approval to delete the requirement for a separate Diagnostic Procedures manual. Our Bus Service Manual and OEM component supplier published manuals include information on diagnostic procedures.

| Agency action: | □ Approved | □ Denied |
| See addendum | See response below |

| Agency response: | Specification remains, submit deviation for evaluation |
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 91
Proposer: New Flyer of America
RFP Section: SP 2.3 Contract Deliverables Table 23. Draft Preventive Maintenance Manuals
Page: 39

Questions/clarification or approved equal:
New Flyer requests approval to delete the requirement for a separate Draft Preventative Maintenance Manual. The Draft Bus Service Manual includes a section dedicated to preventative maintenance. Draft bus manuals are only provided for the first bus build and will be delivered with the pilot bus.

Agency action:
☐ Approved
☐ See addendum
☐ Denied
☒ See response below

Agency response:
Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

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<th>Request #: 92</th>
<th>Proposer: New Flyer of America</th>
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<tbody>
<tr>
<td>RFP Section: SP 2.3 Contract Deliverables Table 24. Draft Diagnostic Procedures Manuals</td>
<td>Page: 39</td>
</tr>
</tbody>
</table>

Questions/clarification or approved equal:
New Flyer requests approval to delete the requirement for a separate Draft Diagnostic Procedures Manual. The Draft Bus Service Manual and OEM component supplier published manuals include Diagnostic Information. Draft bus manuals are only provided for the first bus build and will be delivered with the pilot bus.

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<th>Agency action:</th>
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<td>□ See addendum</td>
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Agency response: Specification remains, submit deviation for evaluation
**Request for Pre-Offer Change or Approved Equal**

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<tr>
<td>RFP Section: SP 2.3 Contract Deliverables Table 30. Part number index</td>
<td>Page: 39</td>
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<tr>
<td>Questions/clarification or approved equal:</td>
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<tr>
<td>New Flyer requests approval for a draft Part Number Index to be supplied with the Draft Parts Manual and a final Part Number Index to be supplied with the Final Bus Parts Manual. A final Part Number Index can only be supplied after the delivery of the first vehicle in a production run. This assures that all changes are captured in the final document that New Flyer provides to the customer.</td>
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<td>Agency action:</td>
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Charlotte Area Transit System 600
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<tr>
<td>Proposer: New Flyer of America</td>
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<tr>
<td>RFP Section: SP 7.2 Documentation Manual Quantities</td>
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<tr>
<td>Page: 41 &amp; 42</td>
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</table>

Questions/clarification or approved equal:
New Flyer wishes to clarify that these requirements conflict with the specification for manual types and quantities listed under SP 2.3 Contract Deliverables. Unless otherwise instructed, New Flyer will follow the requirements as specified in SP 7.2.

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Agency response: Acknowledged
Request for Pre-Offer Change or Approved Equal

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Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 95
Proposer: New Flyer of America
RFP Section: SP 7.2 Documentation - Maintenance and Parts Manuals in electronic media
Page: 41

Questions/clarification or approved equal:
New Flyer requests approval to supply all NF Published Bus Technical Manuals in Adobe PDF file format with hyperlinks between each file and a full indexed search function. Manuals are not available in HTML web format.
A sample copy on DVD will be supplied with our proposal.

Agency action: ☑ Approved  □ Denied
□ See addendum  □ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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Transit System 600
East Fourth Street,
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Request #: 96
Proposer: New Flyer of America
RFP Section: SP 7.2 Documentation - Manual Types and Delivery Timeframe
Page: 41

Questions/clarification or approved equal:
New Flyer requests approval to supply a set of build specific "Draft" Bus Technical Manuals and Final OEM supplier published manuals for the first bus build of this contract only. The bus quantity and available time does not allow for an additional "Interim" manual set to be published. Instead, a "Final" bus manual will be delivered 20 business days after delivery of the last production bus.

Agency action:
☑ Approved    □ Denied
☐ See addendum ☐ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal
This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus
Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 97
Proposer: New Flyer of America
RFP Section: SP 7.2 Documentation - Manuals with laminated pages
Page: 41

Questions/clarification or approved equal:
New Flyer requests approval for "Final" Bus Technical Manuals and schematics printed on plastic weatherproof and durable paper. This option is not available for OEM component supplier manuals such as engine, transmission and HVAC.

Agency action:  ☑ Approved  ❑ See addendum  ❑ See response below

Agency response:
### Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson
Charlotte Area Transit System 600
East Fourth Street,
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NC 28202

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<td>Proposer: New Flyer of America</td>
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<tr>
<td>RFP Section: SP 7.2 Documents - Updates</td>
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<tr>
<td>Page: 42</td>
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</table>

#### Questions/clarification or approved equal:

New Flyer shall only provide updates to published Bus Manuals, not OEM component supplier manuals such as Engine, Transmission and HVAC. It is the responsibility of each OEM component supplier to provide updates to their manuals.

New Flyer shall supply updates to Bus Parts Manuals for a period of twelve (12) years after the date of acceptance of the coaches procured under this solicitation. New Flyer published Bus Manuals and documents shall be updated for a period of six (6) years.

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### Agency response:

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NC 28202

Request #: 99
Proposer: New Flyer of America
RFP Section: SP 2.3 Contract Deliverables 29.
Recommended spare parts list, including bill of materials
Page: 39

Questions/clarification or approved equal:
New Flyer requests approval to provide a first-bus Recommended Stocking List (RSL) during customer's pilot/first-bus delivery. This RSL parts listing will include part number, item description, stocking status, lead time and 30-day pricing information which will assist the customer in stocking parts that will support both the customer's regular and preventive bus maintenance programs. This abbreviated list is compiled using the actual bus build information that is available in the customers bus production Bill of Material (BOM).
New Flyer will also provide the customer with a more inclusive Parts Provisioning List following last-bus delivery. This listing will be compiled using further part assembly breakdown information identified in the customers Parts manual and will assist in stocking additional parts that further support new bus operations and maintenance over the next 2-3 years.

Agency action: ☑ Approved  □ Denied
                □ See addendum  □ See response below

Agency response:
## Request for Pre-Offer Change or Approved Equal

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<td><strong>Proposer:</strong> New Flyer of America</td>
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<tr>
<td><strong>RFP Section:</strong> SP 2.3 Contract Deliverables / SP 7.3 31.</td>
</tr>
<tr>
<td>Current price list / Parts Availability Guarantee</td>
</tr>
<tr>
<td><strong>Page:</strong> 39 / 42</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests acknowledgement that parts pricing lists are not generated. Thirty (30) day pricing information will be only provided for parts listed in the Recommended Stocking List during customer’s first-bus delivery), and more inclusive Parts Provisioning List following last-bus delivery. Thereafter pricing will be made available by your designated New Flyer Customer Service Representative.

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<td><strong>RFP Section:</strong> SP 2.3 Contract Deliverables 34.</td>
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<tr>
<td><strong>Page:</strong> 39</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to delete this requirement. New Flyer engineering and construction drawings are proprietary information. In cases where more detailed information on the bus structure are required to perform vehicle restoration, New Flyer Technical Services will supply all appropriate information required to restore the vehicle properly. New Flyer Parts and Service Manuals contain illustrations and component information helpful in service and repair. New Flyer Vehicle System Drawings Manuals include other drawing type information such as: electrical schematics, electrical diagrams, air system schematics, hydraulic system schematics, cooling system schematics and layouts, PLC system layouts, ABS system layouts, major component system layouts.

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**Agency response:** Specification remains, submit deviation for evaluation
Request for Pre-Offer Change or Approved Equal

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John Larson
Charlotte Area Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 102
Proposer: New Flyer of America
RFP Section: SP 7.3 Parts Availability Guarantee
Page: 42

Questions/clarification or approved equal:
New Flyer requests that if parts ordered by the Agency are not received within two working days of the agreed upon time/date and a bus procured under this Contract is out-of-service due to the lack of said ordered parts, then New Flyer shall provide the Agency, within twenty four hours of the Agency's verbal or written request, the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by the Agency.

Agency action: 
☑ Approved
☐ Denied
☐ See addendum
☐ See response below

Agency response:
**Request for Pre-Offer Change or Approved Equal**

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| RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202 |

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<tr>
<th>Request #: 103</th>
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<tbody>
<tr>
<td>RFP Section: SP 7.3 18.</td>
<td>Professionally prepared mechanics’ “Bus Orientation” training video</td>
</tr>
<tr>
<td>Page: 38</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests that the delivery date for the training video be changed to 30 days after the delivery of the first production bus. The script used in creating the training video is based on the Service Manual, as supplied by the New Flyer Publications Department. The actual bus delivered will also be used to film the video, to ensure the correct equipment has been captured. The video delivery schedule is also dependent on the customer making the bus available for the film crew to shoot the on-site footage.

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**Agency response:**
### Request for Pre-Offer Change or Approved Equal

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<tr>
<td>RFP Section: TS 5.6 Training</td>
<td>Training and Technical Support</td>
</tr>
<tr>
<td>Page: 61</td>
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**Questions/clarification or approved equal:**

New flyer requests approval to price all training separately from the vehicle price. This will create greater transparency and ensure proper costing regardless of the number of buses in the base order and future option orders.

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**Agency response:**
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Charlotte Area  
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<th>105</th>
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<tbody>
<tr>
<td>Proposer:</td>
<td>New Flyer of America</td>
</tr>
<tr>
<td>RFP Section:</td>
<td>TS 5.6 Training</td>
</tr>
<tr>
<td>Training and Technical Support</td>
<td></td>
</tr>
<tr>
<td>Page:</td>
<td>61</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Questions/clarification or approved equal:</th>
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</thead>
<tbody>
<tr>
<td>New Flyer requests clarification regarding whether the special tools noted are to be priced into the training price or listed as a separate item in a Special Tools Price List.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Agency action:</th>
<th>□ Approved</th>
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<tbody>
<tr>
<td></td>
<td>□ See addendum</td>
<td>☑ See response below</td>
</tr>
</tbody>
</table>

| Agency response: | Separate from base bus price |
```
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus
Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

<table>
<thead>
<tr>
<th>Request #: 106</th>
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<tbody>
<tr>
<td>Proposer: New Flyer of America</td>
</tr>
<tr>
<td>RFP Section: GC 9.5 Compliance with Laws</td>
</tr>
<tr>
<td>Page:</td>
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</tbody>
</table>

Questions/clarification or approved equal:

New Flyer requests that the following language change to Section GC 9.5 Compliance with Laws and Regulations:

Original Solicitation Text

Contractor shall at all times comply with all applicable laws, regulations, policies, procedures and directives (together, the “Law”), including without limitation, FTA regulations, policies, procedures and directives, including those listed directly or by reference in the agreement between the Agency and FTA that funds any part of this Contract, as they may be amended or promulgated from time to time during the term of this Contract. Contractor’s failure to so comply shall constitute a material breach of this Contract.

Replacement Text

Contractor shall at all times comply with all applicable laws, regulations, policies, procedures and directives (together, the “Law”), including without limitation, FTA regulations, policies, procedures and directives, including those listed directly or by reference in the agreement between the Agency and FTA that funds any part of this Contract, as they may be amended or promulgated from time to time during the term of this Contract. Contractor’s failure to so comply shall constitute a material breach of this Contract.

Reason For Change

This revision removes the requirement to comply with laws which were promulgated during the term of this contract to avoid being in breach for a new law for which New Flyer is unaware.

Agency action:

☐ Approved
☐ Denied
☐ See addendum
☒ See response below
Agency response:

The original language and the proposed language appear to be the same in this question. However, to address the concern, the FTA requires the City and, by extension, its contractors to comply with laws as written in this provision. If any change occurs in the law, and its effects are immediate or even retroactive, the City is not excused from compliance. There are processes to cure a breach of contract, which includes notice of that breach.
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

Request #: 107
Proposer: New Flyer of America
RFP Section: Section 10 - Sample Contract Section 12 - Audit

Questions/clarification or approved equal:
New Flyer requests the following language be amended to the end of section 12 - AUDIT:
"The City and its representatives and agents agree to enter into a confidentiality agreement with the Company prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Company’s information."

Agency action: □ Approved □ See addendum □ Denied □ See response below

Agency response:
The first is the administrative burden of being obligated to enter a confidentiality agreement triggered by an audit. The City may not be equipped to navigate this effectively. Additionally, the City is subject to the NC public records law, and is restricted on the types of terms it can agree to, and still remain within compliance.
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 108
Proposer: New Flyer of America
RFP Section: Section 10 - Sample Contract Section 21 - Acceptance
Page:

Questions/clarification or approved equal:
New Flyer requests approval to replace the language in section 21 - ACCEPTANCE OF PRODUCTS/SERVICES with the following:
"Within fifteen (15) calendar days after delivery of the bus to the City, the City shall conduct acceptance tests on the Products. The acceptance tests to be conducted by the City, and the criteria and standards in respect of such tests, shall be agreed upon by the City and the Company prior to the Company building the Products. If the Products do not pass these tests or if the City does not notify the Company of non-acceptance within 15 calendar days after delivery of the Products, acceptance of the Products by the City shall be deemed to have occurred on the 15th day after delivery. Acceptance shall occur earlier if the City notifies the Company of early acceptance or places the Products into revenue service."

These changes provide greater clarity regarding the acceptance process.

Agency action: ☑ Approved ☐ Denied
☐ See addendum ☐ See response below

Agency response:
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus Procurement Project ATTN:
John Larson
Charlotte Area Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

Request #: 109
Proposer: New Flyer of America
RFP Section: Section 10 - Sample Contract Section 27.1 - Termination
Page:

Questions/clarification or approved equal:
New Flyer requests approval for the following language to be amended to the text of section 27.1 - TERMINATION FOR CONVENIENCE in the Sample Contract:
"The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination."

Agency action: ☑ Approved
☐ See
☐ Denied
☐ See response below

Agency response: addendum
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

Request #: 110
Proposer: New Flyer of America
RFP Section: Section 10 - Sample Contract Section 31 - Indemnification
Page:

Questions/clarification or approved equal:
New Flyer requests approval for the following language change to Section 31 - INDEMNIFICATION:

Original Solicitation Text
To the fullest extent permitted by law, the Company shall indemnify, defend and hold harmless each of the “Indemnitees” (as defined below) from and against any and all “Charges” (as defined below) paid or incurred as a result of any claims, demands, lawsuits, actions, or proceedings: (i) alleging violation, misappropriation or infringement of any copyright, trademark, patent, trade secret or other proprietary rights with respect to the Services or any products or deliverables provided to the City pursuant to this Contract (“Infringement Claims”); (ii) seeking payment for labor or materials purchased or supplied by the Company or its subcontractors in connection with this Contract; (iii) arising from the Company’s failure to perform its obligations under this Contract, or from any act of negligence or willful misconduct by the Company or any of its agents, employees or subcontractors relating to this Contract, including but not limited to any liability caused by an accident or other occurrence resulting in bodily injury, death, sickness or disease to any person(s) or damage or destruction to any property, real or personal, tangible or intangible; or (iv) arising from any claim that the Company or an employee or subcontractor of the Company is an employee of the City, including but not limited to claims relating to worker’s compensation, failure to withhold taxes and the like. For purposes of this Section: (a) the term “Indemnitees” means City, any federal agency that funds all or part of this Contract, and each of the City’s and such federal agency’s officers, officials, employees, agents and independent con-tractors (excluding the Company); and (b) the term “Charges” means any and all losses, damages, costs, expenses (including reasonable attorneys’ fees), obligations, duties, fines, penalties, royalties, interest charges and other liabilities (including settlement amounts).

Replacement Text
To the fullest extent permitted by law, the Company shall indemnify and hold harmless each of the “Indemnitees” (as defined below) from and against any and all proven third party “Charges” (as defined below) paid or incurred as a result of any lawsuits, actions, or proceedings: (i) for violation, misappropriation or infringement of any copyright, trademark, patent, trade secret or other proprietary rights with respect to the Services or any products or deliverables provided to the City pursuant to this Contract (“Infringement Claims”); (ii) seeking payment for labor or materials purchased or supplied by the Company or its subcontractors in connection with this Contract; (iii) arising from the Company’s failure to perform its obligations under this Contract, or from any act of negligence or willful misconduct by the Company or any of its agents, employees or subcontractors directly relating to this...
Contract, including but not limited to any liability caused by an accident or other occurrence resulting in bodily injury, death, sickness or disease to any person(s) or damage or destruction to any property, real or personal, tangible or intangible; or (iv) arising from any claim that the Company or an employee or subcontractor of the Company is an employee of the City, including but not limited to claims relating to worker's compensation, failure to withhold taxes and the like. For purposes of this Section: (a) the term “Indemnitees” means City, any federal agency that funds all or part of this Contract, and each of the City’s and such federal agency’s officers, officials, employees, agents and independent contractors (excluding the Company); and (b) the term “Charges” means any and all proven third-party damages, costs, expenses (including reasonable attorneys’ fees), obligations, duties, fines, penalties, royalties, interest charges and other liabilities.

Reason For Change
Revision clarifies scope of indemnity - for third party proven losses.

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<td></td>
<td>□ See addendum</td>
<td>□ See response below</td>
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</table>

Agency response:

Please see the approved modification of Indemnification in Gillig's request.
**Request for Pre-Offer Change or Approved Equal**

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

| RFP# 269-2020-883, Bus Procurement Project ATTN: | John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202 |

| Request #: 111 | Proposer: New Flyer of America |
| Proposer: New Flyer of America | RFP Section: Section 10 - Sample Contract Section 40(c) - Force Majeure |
| Proposer: New Flyer of America | Page: |

**Questions/clarification or approved equal:**

New Flyer requests approval for the following language change to Section 40(c) - FORCE MAJEURE:

Original Solicitation Text

If, and to the extent, such failure or delay is caused, directly or indirectly, by fire, flood, earthquake, hurricane, elements of nature or acts of God, acts of war, terrorism, riots, civil disorders, rebellions or revolutions or court order.

Replacement Text

If, and to the extent, such failure or delay is caused, directly or indirectly, by acts or omissions of the other party, fire, flood, earthquake, hurricane, elements of nature or acts of God, pandemics and/or epidemics, loss of transportation, acts of war, terrorism, riots, civil disorders, rebellions or revolutions or court order.

**Reason For Change**

Revision clarifies definition of Force Majeure event.

| Agency action: | □ Approved □ Denied |
| Agency action: | □ See addendum □ See response below |

**Agency response:** Please see approved language change in number 120 of Nova's Questions.
**Request for Pre-Offer Change or Approved Equal**

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

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Procurement Project ATTN:
John Larson
Charlotte Area
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<tbody>
<tr>
<td>RFP Section:</td>
<td>Section 10 - Sample Contract Section 44.13 - Funds</td>
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<tr>
<td>Page:</td>
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</table>

**Questions/clarification or approved equal:**

New Flyer requests approval to delete Section 44.13 - NON-APPROPRIATION OF FUNDS. New Flyer cannot be obligated to a provision which permits non-payment by the City. In such a case that funds are not available, the City will need to terminate in accordance with the termination provision and pay all amounts owing upon termination date.

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<th>Agency action:</th>
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<td></td>
<td>See addendum</td>
<td>See response below</td>
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**Agency response:**

The “Non-Appropriation of Funds” provision is required as announced by a City Memo
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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<td>Proposer:</td>
<td>New Flyer of America</td>
</tr>
<tr>
<td>RFP Section:</td>
<td>New License to Use Subject Data</td>
</tr>
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<td>Page:</td>
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**Questions/clarification or approved equal:**

New Flyer requests the following language be amended to the solicitation under the title "LICENSE TO USE SUBJECT DATA":

"All 'subject data', including specifications, technical data, records and reports, engineering drawings (including shop drawings and working drawings), manuals and instruction materials and computer or microprocessor software that is delivered or specified to be delivered under this Contract shall remain the property of the Company; provided however, the City shall have a royalty-free, non-exclusive, non-transferable and irrevocable license to use such subject data only for the purposes of operating and maintaining the Products."

This language clarifies ownership of subject data and scope of license for use.

| Agency action: |
|---|---|
| [ ] Approved |
| [x] Denied |
| [ ] See addendum |
| [ ] See response below |

**Agency response:** Please see the response to Question 114 from Nova.
**Request for Pre-Offer Change or Approved Equal**

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson
Charlotte Area Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202

---

**Request #: 114**
**Proposer:** New Flyer of America
**RFP Section:** New Risk of Loss
**Page:**

**Questions/clarification or approved equal:**
New Flyer requests the following language be amended to the solicitation under the title "RISK OF LOSS":

"The City shall assume risk of loss of the Products on delivery. Prior to delivery, the Company shall have risk of loss of the Products."

This language clarifies risk of loss obligations.

---

**Agency action:**

- ☒ Approved
- □ Denied
- □ See addendum
- □ See response below

**Agency response:**

This clarification is sufficient and within the common understanding of the UCC.
### Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

Submit form by email (preferred) to john.larson@charlottenc.gov or in writing to:

```plaintext
RFP# 269-2020-883, Bus
Procurement Project ATTN:
John Larson
Charlotte Area
Transit System 600
East Fourth Street,
9th Floor Charlotte,
NC 28202
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<td>Page:</td>
</tr>
<tr>
<td>Questions/clarification or approved equal:</td>
<td></td>
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<tr>
<td>New Flyer requests the following language be amended to the solicitation under the title &quot;TITLE&quot;:</td>
<td></td>
</tr>
<tr>
<td>&quot;Title to the Products shall pass to the Company upon acceptance of the Products by the City.&quot;</td>
<td></td>
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<tr>
<td>This revision will clarify title and add certainty to the contract.</td>
<td></td>
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<tr>
<th>Agency action:</th>
<th>□ Approved</th>
<th>□ Denied</th>
<th>□ See addendum</th>
<th>□ See response below</th>
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</table>

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<thead>
<tr>
<th>Agency response:</th>
<th>This clarification is sufficient.</th>
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</table>
Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in “Questions, Clarifications and Omissions.”

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RFP# 269-2020-883, Bus Procurement Project ATTN: John Larson Charlotte Area Transit System 600 East Fourth Street, 9th Floor Charlotte, NC 28202

Request #: 116
Proposer: New Flyer of America
RFP Section: New Access to Onboard Operational Data
Page:

Questions/clarification or approved equal:
New Flyer requests the following language be amended to the solicitation under the title "ACCESS TO ONBOARD OPERATIONAL DATA":
"The City grants the Company the right to inspect, examine, download, and otherwise obtain any information or data available from components provided by the Company, including, but not limited to, any electronic control modules or other data-collection devices, to the extent necessary to enable the Company to perform reliability maintenance analysis, corrective action and/or other engineering-type work for the Products."

Agency action:
☐ Approved  ☐ Denied
☐ See addendum  ☐ See response below

Agency response:
This proposed language is not, on its face, unacceptable. However, it may need to be supplemented with additional clarifying language, such as how access will be granted, the time period allowed to fulfill any request for access, and any reasonable limitations on access. Subsequent language will be address with contract later.
EXHIBIT C: Nova Questions
Addendum 1 1

<table>
<thead>
<tr>
<th>Number</th>
<th>RFP SECTION #</th>
<th>PAGE #</th>
<th>RFP Requirements</th>
<th>Questions/clarification or approved equal</th>
<th>Agency Action</th>
<th>Agency Response</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Addendum 1</td>
<td>142</td>
<td>Proposing Schedule Addendum 2</td>
<td>The Proposer shall use the price proposal form. If the Proposer does not submit an offer on each of the four (3) bus configurations as designated in the Technical Specifications, the Proposer shall enter “no offer” on this form in the appropriate space.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addendum 2</td>
<td>7</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>Please confirm the number of configurations available to the Proposer. The delivery schedule chart only displays 4 cells to insert Year 1 – Base Quantity and Base Year Bus Price and Addendum 2 Exhibit B: Updated Pricing Sheet – Optional Equipment includes three (3) optional propulsion types.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Addendum 1</td>
<td>1</td>
<td>Section 5 Technical Specifications</td>
<td>The Proposer is requesting an extension of one (1) week for the Proposer communications and requests (Question Deadline) to Friday July 24, 2020 and an extension of one (1) week for the Proposal/Due Date to Friday August 7, 2020 due to the unusually high amount of bids being processed.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addendum 2</td>
<td>7</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>This is the most accurate info as this is an initial order of (11) and options for an additional 188 buses over the term of the contract, all 40’ hybrid. However, we reserve the right to change based on needs of the organization.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Addendum 1</td>
<td>1</td>
<td>Section 6 Technical Specifications</td>
<td>We require clarification on the quantity of each bus. There is a contracting information provided above for the written numbers and numbers in brackets.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addendum 2</td>
<td>7</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>We request clarification for Addendum 1, see Addendum 2. Technical Section 6 for all 40’ and 60’ buses.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Addendum 1</td>
<td>1</td>
<td>Section 5 Technical Specifications</td>
<td>We require clarification for Addendum 2. We understand that: a. Charlotte wants 45’ hybrid, electric and CNG propulsion as options and b. All option year buses (up to 188) will be 40’ hybrid buses. Please confirm Charlotte’s required bus length and propulsion types with respective quantities for the base year.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addendum 2</td>
<td>7</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>This is the most accurate info as this is an initial order of (11) and options for an additional 188 buses over the term of the contract, all 40’ hybrid. However, we reserve the right to change based on needs of the organization.</td>
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</tr>
<tr>
<td>5</td>
<td>Addendum 1</td>
<td>1</td>
<td>Section 6 Technical Specifications</td>
<td>We require clarification on the minutes of the meeting of the pre-bid conference. Did Charlotte Area Transit System provide all pre-bid conference minutes of meeting and answered questions in Addendum 1 and 2?</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addendum 2</td>
<td>7</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>We request clarification on the minutes of the meeting of the pre-bid conference. Did Charlotte Area Transit System provide all pre-bid conference minutes of meeting and answered questions in Addendum 1 and 2?</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>RFP Requirements – Technical Proposal Requirements</td>
<td>N/A</td>
<td>Package 1: Proposal Format Requirements</td>
<td>We respectfully request approval to use the attached Excel Attachment 1: Nova Bus template questions for technical or commercial questions. The Excel format saves a lot of time, increase efficiency and allow flexibility by sorting columns. Please note that all letters requested on “Request for Pre-Offer Change or Approved Equal Form” are also included on the attached Excel file.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RFP Requirements – Technical Proposal Requirements</td>
<td>N/A</td>
<td>Package 1: Proposal Format Requirements</td>
<td>We respectfully request approval to use the attached Excel Attachment 1: Nova Bus template questions for technical or commercial questions. The Excel format saves a lot of time, increase efficiency and allow flexibility by sorting columns. Please note that all letters requested on “Request for Pre-Offer Change or Approved Equal Form” are also included on the attached Excel file.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>RFP Requirements – Technical Proposal Requirements</td>
<td>N/A</td>
<td>Package 1: Proposal Format Requirements</td>
<td>Please clarify technical deviations and clarifications that shall be included in Package 1 and commercial deviations and clarifications in Package 2</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RFP Requirements – Technical Proposal Requirements</td>
<td>N/A</td>
<td>Package 1: Proposal Format Requirements</td>
<td>Please clarify technical deviations and clarifications that shall be included in Package 1 and commercial deviations and clarifications in Package 2</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>RFP Requirements – Pre-Bid Conference</td>
<td>N/A</td>
<td>Package 1: Proposal Format Requirements</td>
<td>We request clarification on the minutes of the meeting of the pre-bid conference. Did Charlotte Area Transit System provide all pre-bid conference minutes of meeting and answered questions in Addendum 1 and 2?</td>
<td>Approved</td>
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</tr>
<tr>
<td></td>
<td>RFP Requirements – Pre-Bid Conference</td>
<td>N/A</td>
<td>Package 1: Proposal Format Requirements</td>
<td>We request clarification on the minutes of the meeting of the pre-bid conference. Did Charlotte Area Transit System provide all pre-bid conference minutes of meeting and answered questions in Addendum 1 and 2?</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>RFP Requirements – NR 3: Proposal Due Date and Submittal Requirements</td>
<td>13</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>Proposals must be received by the Charlotte Area Transit System by 5:00 p.m. on July 24, 2020. The proposal must be in a sealed envelope, box, or appropriate package, with the name and address of the Proposer and Request for Proposal number clearly marked on the outside.</td>
<td>Approved</td>
<td></td>
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<td></td>
<td>RFP Requirements – NR 3: Proposal Due Date and Submittal Requirements</td>
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<tr>
<td>10</td>
<td>RFP Requirements – NR 3: Proposal Due Date and Submittal Requirements</td>
<td>N/A</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>Should the previous question be accepted, we request approval to send our electronic proposals via drop-box or email. If emails are approved, please confirm CATS or Charlotte’s email size limit. In the event that the submission uses multiple emails we could include in emails the bidder’s name, the solicitation number, the solicitation title and an indication of multiple emails (e.g. 1 of 3, 3 of 5).</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RFP Requirements – NR 3: Proposal Due Date and Submittal Requirements</td>
<td>N/A</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>Should the previous question be accepted, we request approval to send our electronic proposals via drop-box or email. If emails are approved, please confirm CATS or Charlotte’s email size limit. In the event that the submission uses multiple emails we could include in emails the bidder’s name, the solicitation number, the solicitation title and an indication of multiple emails (e.g. 1 of 3, 3 of 5).</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>RFP Requirements – Addendum 1</td>
<td>150</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>There are a number of certificates that require a Notary Public’s signature. Our intent is to have these forms signed by a Commissioner of Oaths to facilitate the expeditious of these forms. We respectfully request your agreement.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RFP Requirements – Addendum 1</td>
<td>150</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>There are a number of certificates that require a Notary Public’s signature. Our intent is to have these forms signed by a Commissioner of Oaths to facilitate the expeditious of these forms. We respectfully request your agreement.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>RFP Requirements – Addendum 2</td>
<td>1</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>We are requesting an extension of two (2) weeks for the Proposer communications and requests (Question Deadline) to Friday July 10 due to the added bus configurations included in Addendum 1 and 2.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RFP Requirements – Addendum 2</td>
<td>1</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>We are requesting an extension of two (2) weeks for the Proposer communications and requests (Question Deadline) to Friday July 10 due to the added bus configurations included in Addendum 1 and 2.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>RFP Requirements – Addendum 1</td>
<td>91</td>
<td>Exhibit B: Updated Pricing Sheet</td>
<td>We request Charlotte Area Transit System to confirm the seating capacity for the 40’ and 60’ buses.</td>
<td>Approved</td>
<td></td>
</tr>
</tbody>
</table>
14 136 Post-delivery and final acceptance
Post-delivery tests
The agency shall conduct acceptance tests on each delivered bus. These tests shall be completed within 15 days after bus delivery and shall be conducted in accordance with the agency’s written test plans. The purpose of these tests is to identify defects that have become apparent between the time of bus release and delivery to the agency. The post-delivery test shall include visual inspection, along with a verification of systems’ functionality and overall bus operations. No post-delivery test shall apply new criteria that are different from criteria applied in a pre-delivery test.

Post-delivery tests
The agency shall conduct acceptance tests on each delivered bus. These tests shall be completed within thirty (30) days after bus delivery.

Post-delivery and final acceptance
We understand that acceptance tests are to be conducted within fifteen (15) days after bus delivery. Please confirm if our understanding is correct.

Yes

15

16 Addendum 1 Post-delivery and final acceptance
Post-delivery tests
We request clarification as to how options are to be evaluated from Addendum 1 and 2. Our understanding is option pricing is not part of the evaluation, please confirm.

Yes, it is a required form.

17 IP 12.4 Agency Treatment of Proprietary/Confidential Information
If Proposer does not request that the Agency withhold from disclosure information identified as confidential, the Agency shall have no obligation to withhold the information from disclosure and may release the information sought without any notice to the Proposer.

We request clarification if the “Vehicle Questionnaire” is considered a form for requirement IP 12.4.

18 59 Test ports, as required, shall be provided for commonly checked functions on the bus, such as air intake, exhaust, hydraulic, pneumatic, charge air and engine cooling systems to include oil and transmission sampling ports.

Test ports and/or test sensor are installed in commonly checked functions except the charge air system. Test ports are not provided for the charge air system. We request your approval.

Specifications remain, submit deviation for evaluation.

19 59 Based upon the design operating profile, routine exhausted maintenance actions, such as filter replacement and adjustments, shall not be required at intervals of less than 6,000 miles, except for routine daily service performed during the turning operations.

All per 100,000 maintenance intervals, a maximum engine and oil filter change interval of 500 hours or 6 months is specified, which for vehicles averaging less than 10 MPH, may be an interval of less than 6000 miles. We request approval.

Specifications remain, submit deviation for evaluation.

20 60 Unless otherwise agreed, all units and components procured under this Contract, whether provided by Suppliers or manufactured by the Contractor, shall be duplicates in design, manufacture and installation to ensure interchangeability among buses in each order group in this procurement.

The Proposer wishes to clarify that the 2 last windows on each side are not interchangeable with the other windows. The near bench 5 position-molded seats have inserts of the same fabric as the rest of the seats, but are not interchangeable with the other positions. We request your approval.

Specifications remain, submit deviation for evaluation.

21 67 The passenger and engine compartments shall be separated by bulkhead which shall, by incorporation of fireproof materials in their construction, be fireproof. The engine compartment shall include areas where the engine and exhaust systems are housed including the muffler, if mounted above the horizontal shelf.

The wall separating the passenger compartment from the engine compartment is built of stainless steel 14 GA (1.9 mm) thick panels and used as firewall. Stainless steel structure and sheets are used as firewall. Endothermic Fireproof Caulking is used to seal the passageway of air piping going through the firewall and the rear impregnated wood blocks in the upper section where the coolant lines and electrical harness pass from the engine compartment to the passenger compartment. Bulkhead connectors and fittings are not used. For more information please refer to attachment 3 - Engine Compartment Invasion

We request your approval.

Specifications remain, submit deviation for evaluation.

22 78 A means of determining satisfactory engine coolant level shall be provided. A spring-loaded, push-button type valve or lever shall be provided to safely release pressure or vacuum in the cooling system with both the water filler no more than 60 in. above the ground.

The Proposer’s cooling system is not mounted at the rear of the bus, accessible through the radiator compartment door, located more than 60 inches above the ground. The surge tank has one sight glass, however, coolant level information is displayed on the electronic meter gauge located on the engine control box in the engine compartment as well as on the driver dash. The surge tank has three coolant sensor probes to transmit level information. The location of the radiator compartment has the advantage of providing the cleanest and coolest air. A pressure release valve is located in the engine compartment. Filling of the system is accomplished via a remote fitter located in the engine compartment, approximately 50 inches off the ground.

We totally request your approval.

Specifications remain, submit deviation for evaluation.
<table>
<thead>
<tr>
<th>Number</th>
<th>RFP SECTION #</th>
<th>RFP Requirements</th>
<th>Questions/certification or approved equal</th>
<th>Agency Action</th>
<th>Agency Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>TS 10.1 Engine Cooling</td>
<td>Cooling Fan Controls EMP or approved equal. Electric Fans are optional.</td>
<td>The Proposer offers a proprietary electric/MEP control system. Our system is equipped with a proprietary electrically driven cooling fan manufactured by Modine. Its operation is controlled by a solid-state electronic control unit. We request your approval.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>TS 11. Transmission (Conventional Powertrain)</td>
<td>A nominal 3,000-peak altitude of 6 to 10 psig shall be used.</td>
<td>The Proposer offers a system that requires a pressure of 1500 psig to the drive line to engage forward.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>TS 13.1 Service</td>
<td>An engine or pressure gauge shall be provided in the engine compartment. These gauges shall be easily read during service and mounted in an area where they shall not be damaged during normal or major repairs.</td>
<td>The Proposer offers an engine oil pressure gauge in the engine compartment. We request your approval.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>TS 13.1 Service</td>
<td>The propeller provides for the installation of a filter. There is no need for a filter. The filter is not added to the fuel tank.</td>
<td>The Proposer provides a filter. We request your approval.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>TS 13.1 Service</td>
<td>The correction proposed to the cooling system shall be presented for review at the pre-production meeting. Air ducts shall be fitted with magnets and type drain plugs.</td>
<td>The Proposer does not offer an engine magnetic drain plug as Combust engines are not fitted with magnets and are designed to drain plugs and may affect performance. We request your approval.</td>
<td>X Specifications remain, submit deviation for evaluation.</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>TS 13.1 Service</td>
<td>An air cleaner with a dry filter element and a conventional air filter shall be provided.</td>
<td>We request approval to locate the air filter restriction gauge (filter reminder) outside between the engine and engine compartment. Although constant torque clamps are generally used, they are used only where considered necessary. We request your approval.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>TS 14.1 Fluid Lines</td>
<td>All lines shall be rigidly supported to prevent crushing damage.</td>
<td>We wish to clarify that we use the system that replaces traditional copper tubes in the passenger compartment. We request your approval.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>TS 14.2 Fittings and Clamps</td>
<td>All clamps shall maintain a constant tension at all times, expanding and contracting with the line in response to temperature changes and aging of the line material. The lines shall be designed for use in the environment where they are used.</td>
<td>Specifications remain, submit deviation for evaluation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>TS 14.3 Charge Air Piping</td>
<td>Charge air piping shall be constructed of stainless steel, alloyed steel or anodized aluminum, except between the air filter and turbocharger, where piping may be constructed of high pressure piping.</td>
<td>We request approval to have a section of piping (elbow) between the air filter and turbocharger installed of high pressure piping.</td>
<td>X Specifications remain, submit deviation for evaluation.</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>TS 15. Oil and Hydraulic Lines</td>
<td>Hydraulic lines of the same size and with the same fittings as those on other piping systems of the bus, not but not interchangeably, shall be tagged or marked for use on the hydraulic system only.</td>
<td>The hydraulic system is used for the pump and steering gear only, hydraulic lines are not identified.</td>
<td>X Specifications remain, submit deviation for evaluation.</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>TS 17.1 Fuel Lines</td>
<td>Flexible lines shall be Teflon hoses with braided stainless steel outer covers and shall have standard SAE or JIC lines or steel, nylon, or polyurethane, as required. The lines shall be installed inside the bus (through baselights) and where temperature changes and aging of the line material.</td>
<td>The proposed requests approval to use the following air line types:</td>
<td>X Specifications remain, submit deviation for evaluation.</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>TS 18.1 Exhaust Emissions</td>
<td>The entire exhaust system is not supplied as Combust does not allow the installation of insulating blankets on their components. However, the system is supplied in some areas where allowed. Thermal mapping of the engine compartment has demonstrated adequate insulation on previous contract.</td>
<td>The engine exhaust system shall be adequately shielded to prevent heat damage to any bus component, including the exhaust after-treatment component area.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>TS 22.1 Engine Compartment Bulkheads</td>
<td>The exhaust system is not supplied as Combust does not allow the installation of insulating blankets on their components. However, the system is supplied in some areas where allowed.</td>
<td>The proposed requests approval to use the following air line types:</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>TS 24. Towing</td>
<td>Provisions shall also be made to connect air from the towing vehicle to the wet tank and to the parking brake relay valve.</td>
<td>The proposed requests approval to use the following air line types:</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>TS 24. Towing</td>
<td>Provisions shall also be made to connect air from the towing vehicle to the wet tank and to the parking brake relay valve.</td>
<td>The proposed requests approval to use the following air line types:</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>TS 27.1 Design</td>
<td>The floor is made of the bus, as well as on other vertical surfaces such as platform areas or heating ducts, shall be finished with a circular section of radius not less than 1/4 in. or installed in a fully sealed butt joint.</td>
<td>The floor is made of the bus, as well as on other vertical surfaces such as platform areas or heating ducts, shall be finished with a circular section of radius not less than 1/4 in. or installed in a fully sealed butt joint.</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>TS 27.2 Strength</td>
<td>Sheet metal screws shall not be used to retain the floor, and all fasteners shall be serviceable from one side only.</td>
<td>Depending on location and application, fasteners are not all serviceable from one side only. We request your approval.</td>
<td>Approved</td>
<td></td>
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<tr>
<td>40</td>
<td>TS 27.2 Strength</td>
<td>86</td>
<td>Tapping plates, if used for the floor Takeline, shall be no less than 9 gauge 0.0325-inch 304L Stainless Steel.</td>
<td>Specifications remain, submit deviation for evaluation.</td>
<td>Approved</td>
</tr>
<tr>
<td>41</td>
<td>TS 28.1 Driver's Area</td>
<td>86</td>
<td>The covering of platform surfaces and seats, except where otherwise indicated, shall be the same material as specified for floor covering. Aluminum trim shall be provided along top edges of platforms unless integral nose is provided.</td>
<td>The proposer offers integral nose.</td>
<td>Approved</td>
</tr>
<tr>
<td>42</td>
<td>TS 29. Wheel Housing</td>
<td>91</td>
<td>Wheel housings shall be constructed of stainless steel material and shall be no less than number 14 gauge (0.0125-inch). The wheel housing shall be securely mounted and sealed to the bus body structure and they shall be isolated from disaster metabolites to prevent galvanic corrosion.</td>
<td>The proposer offers front wheelhouses constructed of stainless steel and rear wheelhouses constructed of reinforced fiberglass that successfully meet the SAE diesel impact test with at least 200 ft-lb of energy without penetration &amp; fire resistance of the Standard Bus Procurement Guidelines (White Book). We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>43</td>
<td>TS 29. Wheel Housing</td>
<td>91</td>
<td>Sufficient clearance and air circulation shall be provided around the tires, wheels, and brakes to preclude overheating when the bus is operating on the design operating profile. The main clearance shall be provided on the outside driven wheels in accordance with SAE Information Report J633.</td>
<td>Due to lack of sufficient clearance for conventional tire chains, the proposer offers alternative methods to improve traction. Please refer to Attachment 4 - Auto Socks and Attachment 5 - Automatic Drop Chain. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>44</td>
<td>TS 30. Suspension</td>
<td>91</td>
<td>The system will consist of four rear and two front Firestone Rolling Lister, or equal, at all axles on the 40-foot buses and two rear and two front axles on the 30-foot buses.</td>
<td>The proposer's offer good year air below. We request your approval</td>
<td>Approved</td>
</tr>
<tr>
<td>45</td>
<td>TS 30.3.3 Lubrication</td>
<td>92</td>
<td>Each element requiring lubrication shall have its own grease fittings with a sealed path. The lubricant specified shall be standard for all elements on the bus serviced by standard fittings and shall be required no less than every 6000 mile.</td>
<td>The proposer's offer lubricants that are component specific, not one type fits all. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>46</td>
<td>TS 31.2 Tires</td>
<td>93</td>
<td>All bus tires shall be capable of using standard size tires, S 6.00R22.5 for all axles.</td>
<td>The proposer's uses 305/70R22.5. We are going to request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>47</td>
<td>TS 31.2.1 Steering Axle</td>
<td>94</td>
<td>Cleat type Front Bearings</td>
<td>Proposer's front and rear axles are equipped with grease-lubricated bearings. We request your approval</td>
<td>Approved</td>
</tr>
<tr>
<td>48</td>
<td>TS 31.2.1.1 Steering Axle</td>
<td>94</td>
<td>The front axle shall be non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with sealed, cored type front wheel bearings.</td>
<td>The front axle is a ZF model RL-82A. Axles use grease lubricated hub bearings. ZF front axles have compact (unidirectional) bearings. ZF axles require low maintenance schedule as per the manufacturer's recommendation. All wheel bearings shall run on replaceable wear surface.</td>
<td>Approved</td>
</tr>
<tr>
<td>49</td>
<td>TS 32. Drive Axle</td>
<td>95</td>
<td>The bus shall be driven by a heavy-duty, full-floating rear axle. The drive axle shall be a Meritor Standard or approved equal. The drive axle shall be of a separate carrier housing construction with a load rating sufficient for the bus loaded to GVWR.</td>
<td>The proposer requests approval for ZF rear axle in lieu of Meritor. See Attachment 6 - ZF Axles for further details.</td>
<td>Approved</td>
</tr>
<tr>
<td>50</td>
<td>TS 33. Drive Axle</td>
<td>95</td>
<td>All sealed surfaces shall be replaceable. The lubricant drain plug shall be magnetic type.</td>
<td>The lubricant drain plug is magnetic type, internal hex.</td>
<td>Approved</td>
</tr>
<tr>
<td>51</td>
<td>TS 40.4 Electrical Components</td>
<td>105</td>
<td>All electrical components, including switches, relays, fuses and circuit breakers, shall be heavy-duty designs with either a successful history of application in heavy-duty vehicles or design specifications for an equivalent environment. These components shall be long-lasting, commercially available, designed to last the service life of the bus and shall be replaceable in less than five (5) minutes by a 3M mechanic.</td>
<td>Each switch (including fuse main switch) can be replaced in fifteen (15) to thirty (30) minutes. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>52</td>
<td>TS 40.4 Electrical Components</td>
<td>105</td>
<td>All electric motors shall be heavy-duty brushless type where practicable, and have a continuous-duty rating of no less than 40,000 hours (except cranking motors, water pumps and super motors). All electric motors shall be readily accessible for servicing and except for the cranking motor, shall be replaceable in less than fifteen (15) minutes by a 3M mechanic.</td>
<td>Proposer's electric motor requires 90 minutes to replace. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>53</td>
<td>TS 71. Exterior Lighting</td>
<td>135</td>
<td>All external lights that are subject to water leakage requirements, be sealed to prevent entry and accumulation of moisture or dust, and each lamp shall be replaceable in less than five (5) minutes by a 3M mechanic.</td>
<td>All external lights (including headlights) can be replaced in fifteen (15) to thirty (30) minutes. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>54</td>
<td>TS 30.3.2 Clamping</td>
<td>92</td>
<td>Shock absorbers shall maintain their effectiveness for at least 30,000 miles in normal service, and each unit shall be replaceable by a 3M mechanic in less than fifteen (15) minutes.</td>
<td>Proposer's shock absorbers can be replaced in thirty (30) minutes. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>55</td>
<td>Table 1 Item 29</td>
<td>39</td>
<td>Recommended Spare Parts List, including list of material are to be due 60 days prior to shipment of first bus</td>
<td>Recommended Spare Parts List are taken from the finished parts manuals and will not be 100 percent accurate until parts manual is complete. We request to change date to 30 days prior to shipment of first bus.</td>
<td>Approved</td>
</tr>
<tr>
<td>56</td>
<td>Table 1 Item 30</td>
<td>39</td>
<td>Parts number index is to be due 60 days prior to shipment of first bus.</td>
<td>The Parts Number Index is taken from the finished parts manuals and will not be 100 percent accurate until parts manual is complete. We request to change date to 30 days prior to shipment of first bus.</td>
<td>Approved</td>
</tr>
<tr>
<td>57</td>
<td>WR2.5.5</td>
<td>178</td>
<td>Reimbursement for Labor and Other Related Costs. Work is performed, plus the cost of towing the bus if such action was necessary and if the bus was in the normal service area.</td>
<td>The Agency does not specify the duration of the towing coverage period. Should this period be considered as 2 years - 100 000 miles based on major sub systems coverage? Please clarify.</td>
<td>Approved</td>
</tr>
<tr>
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<tr>
<td>58</td>
<td>WR 2.4.1</td>
<td>175</td>
<td>WR 2.4.1 Warranty Processing Procedures 1. All costs associated with each instance repair (invoice may be required for third-party costs) shall be charged.</td>
<td>We request approval to accept a maximum reimbursement of $400 per week. This is the Proposer's standard policy.</td>
<td>Approved</td>
</tr>
<tr>
<td>59</td>
<td>WR 2.5.5</td>
<td>177</td>
<td>WR 2.5.5 Reimbursement for Labor and Other Related Costs.</td>
<td>We request approval to accept a reimbursement of the labor based on our Standard Repair Times. This is Proposer's standard policy.</td>
<td>Denied, Specification remains</td>
</tr>
<tr>
<td>60</td>
<td>WR 1.1.4 Propulsion System: 1. The propulsion system manufacturer's standard warranty, including items excluded from the Extended Warranty, submitted in accordance with the Proposer for Pre-Proposal Change or Approved Equal or with the Form for Proposal Deviation.</td>
<td>We request approval to accept the following manufacturer's standard warranty policy as per the below quoted sentence in clause WR 1.1.4 Propulsion System: Manufacturer’s: Cummins - ZF - Allison - DAE - Thermo King</td>
<td>Denied, Specification remains</td>
<td></td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>WR 2.5</td>
<td>179</td>
<td>WR 2.5 Form 1. The Agency is to be accepted by the Contractor if all of the above information is included: Electronic submittal may be used if available between the Contractor and Agency.</td>
<td>We request your approval to accept using our electronic form only. This is the most efficient way to process warranty claims. The Agency benefits from online claim history database, faster reconciliation and processing times.</td>
<td>Approved</td>
</tr>
<tr>
<td>62</td>
<td>WR 1.3.1</td>
<td>178</td>
<td>WR 1.3.1 Pass-Through Warranty</td>
<td>We will not request the Proposer for the pass-through warranties with the following major suppliers. Cummins ZF Allison Thermo King</td>
<td>Approved</td>
</tr>
<tr>
<td>63</td>
<td>TS 15. Brakes</td>
<td>95</td>
<td>Brakes shall be self-adjusting 5-inch brakes. Brakes must be fully adjustable and shall be provided on exposed push rods.</td>
<td>We requested the Proposer's Vehicles are equipped with disc brakes on all wheels as standard.</td>
<td>Approved</td>
</tr>
<tr>
<td>64</td>
<td>TS 15. Brakes</td>
<td>96</td>
<td>Brake wear indicators (visible brake wear sensors) shall be provided on exposed push rods.</td>
<td>The Proposer does not offer visible brake sensors on exposed push rods. The Proposer offers electronic brake wear indication in the ACTIA electronic master gauge located in the engine compartment and on the dash.</td>
<td>Denied, Specification remains</td>
</tr>
<tr>
<td>65</td>
<td>TS 15.2 Action</td>
<td>90</td>
<td>Force to activate the brake pedal control shall be an essentially linear function of the brake deceleration rate and shall not exceed 50 lbs at a point 1 in. above the heel point of the pedal to achieve maximum braking.</td>
<td>The Proposer offers electronic brake wear indication in the ACTIA electronic master gauge located in the engine compartment and on the dash. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>66</td>
<td>TS 15.3 Friction Material</td>
<td>91</td>
<td>In order to maintain personnel in determining extent of wear, a provision such as a scribe line or chamfer indicating the thickness at which replacement becomes necessary shall be provided on each brake lining.</td>
<td>We do not offer visible brake wear indicators, such as a scribe line or a chamfer, on brakes or exposed push rods. However, our vehicles are equipped with brake wear sensors as a standard feature. Brake wear information is one of the menu choices displayed on the ACTIA Electronic Master Gauge (LED) display on the dashboard and the engine control box as a percentage of wear. A thickness in inches of the brake lining for each wheel. When one of the brake linings reaches the preset wear limit for brake replacement, the yellow Brake-Light indicates the status. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>67</td>
<td>TS 15.3 Friction Material</td>
<td>96</td>
<td>The complete brake lining wear indicator shall be clearly visible from the hood or pit without removing braking plates. Disc brakes with electronic brake wear indicator display is offered on the electronic master gauge (ACTIA) on the driver's dash and in the engine compartment.</td>
<td>The Proposer offers electronic brake wear indication in the ACTIA electronic master gauge located in the engine compartment and on the dash.</td>
<td>Approved</td>
</tr>
<tr>
<td>68</td>
<td>TS 15.4 Hubs and Drums</td>
<td>96</td>
<td>The bus shall be equipped with brake drums. Brake drums shall be machined for oversized linings per manufacturers specification. Disc brakes with electronic brake wear indicator display is offered on the electronic master gauge (ACTIA) on the driver's dash and in the engine compartment.</td>
<td>Disc brakes with electronic brake wear indicator display is offered on the electronic master gauge (ACTIA) on the driver's dash and in the engine compartment.</td>
<td>Denied, Specification remains</td>
</tr>
<tr>
<td>69</td>
<td>TS 16.1 Passenger Door Interlocks</td>
<td>97</td>
<td>These interlock functions shall be active whenever the vehicle Master Run Switch is in any run position. The air pressure applied to the rear side brakes when the interlock is applied shall be adjustable from outside the bus and shall require hand tools.</td>
<td>The Proposer's bus does not have an adjustment for the air pressure applied to the rear side when the interlock is applied. The correct pressure for factory set and not to be adjusted. We request your approval.</td>
<td>Approved</td>
</tr>
<tr>
<td>70</td>
<td>TS 17.3 Air Lines and Fittings</td>
<td>98</td>
<td>Copper lines shall be bent only once at any point, including pre-bending and installation. Rigid lines shall be supported at no more than 5-ft intervals. Nylon lines may be grouped and supported at 24 in. intervals or less.</td>
<td>The Proposer's design has some rigid refrigerant lines that are supported at intervals of more than 5 feet. The design has been proven very reliable over the years in service.</td>
<td>Approved</td>
</tr>
<tr>
<td>71</td>
<td>TS 40.1 Batteries</td>
<td>100</td>
<td>All battery compartment cable ends and ground cable ends in the engine compartment shall be coated with dielectric grease.</td>
<td>We wish to clarify that all ring terminal connections in exposed areas are treated with dielectric grease, however no dielectric grease is used in environmentally sealed connectors.</td>
<td>Approved</td>
</tr>
<tr>
<td>Number</td>
<td>RFP SECTION #</td>
<td>PAGE #</td>
<td>RFP Requirements</td>
<td>Questions/certification or approved equal</td>
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</tr>
<tr>
<td>72</td>
<td>TS 40.1 Batteries</td>
<td>101</td>
<td>Except as permitted by the master battery switch, battery and starter wiring shall be continuous cables with corrosion-proven method of splicing and shall conform to specification requirements of SAE Standard J1127 – Type SGT, SGA or SXG and SAE Recommended Practice 2541.</td>
<td>We wish to clarify that a junction block is used on the battery compartment wall to connect to the battery in the battery compartment (inside of the battery cables). This is required because the batteries are located in a separate closed compartment.</td>
<td>Approved</td>
</tr>
<tr>
<td>73</td>
<td>TS 40.1 Batteries</td>
<td>102</td>
<td>The vehicle shall be equipped with a 12VDC and 24VDC quick disconnect switches. The battery compartment door shall contain an operable quick disconnect switch(s).</td>
<td>We wish to clarify that only one disconnect switch is used: it disconnects the 24 V switch ground, and controlling power relay to overcharge the 12 V connection. We do not use battery equalizers. From the 24V, 12V is generated by step-down converter.</td>
<td>Approved</td>
</tr>
<tr>
<td>74</td>
<td>TS 40.1.7 Low-Voltage Generation and Distribution</td>
<td>103</td>
<td>Voltage monitoring and over-voltage output protection (Recommended at 22V) shall be provided.</td>
<td>Proposal’s system meets SAE1455 maximum voltage at 32V. We do not offer alternator overvoltage output protection. Under-voltage is monitored.</td>
<td>Approved</td>
</tr>
<tr>
<td>75</td>
<td>TS 40.1.8 Circuit Protection</td>
<td>103</td>
<td>Systems’ circuit protection for the starting motor shall be provided to prevent engaging of the motor for more than 30 seconds at a time to prevent overheating.</td>
<td>We wish to clarify that it is used 30mm, an overload protection is based on temperature, not based on time delay.</td>
<td>Approved</td>
</tr>
<tr>
<td>76</td>
<td>TS 40.8.1 Circuit Protection</td>
<td>103</td>
<td>Fuse shall be used only where it can be demonstrated that circuit breakers are not practicable. This requirement applies to in-line fuses supplied by either the Contractor or a Supplier. Fuse holders shall be constructed to be rugged and waterproof.</td>
<td>We do not use waterproof fuse holders as fuses are installed inside the bus, behind distribution panels which provide sufficient protection. Locations are not directly exposed to water.</td>
<td>Approved</td>
</tr>
<tr>
<td>77</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>103</td>
<td>All power and ground wiring shall have double insulation be waterproof, and conform to specification requirements of SAE Recommended Practice J127, J128 and J129. Double insulation shall be maintained as close as the junction box, electrical compartment or terminales as possible.</td>
<td>We wish to clarify that the main wire harnesses are located in the passenger area (baselights) and are taped at 50% to hold the bundle together while maintaining extra flexibility. Double insulation is used in exposed areas of the different voltages are carried in the harnesses with varying gauges. All voltages insulated rating exceed the highest voltage value in the harness. All voltages carried in the harnesses are below 50V.</td>
<td>Approved</td>
</tr>
<tr>
<td>78</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>103</td>
<td>The requirement for double insulation shall be met by wrapping the harness with plastic electrical tape or by braiding all wires and harnesses with non-conductive, rigid or flexible conduit.</td>
<td>We wish to clarify that we use all corriplast both only on harnesses and battery cables in the engine compartment and under floor (exposed areas).</td>
<td>Approved</td>
</tr>
<tr>
<td>79</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>103</td>
<td>Wiring shall be grouped, number stamped every 12 inches, and color-coded. Wiring harnesses shall not contain wires of different voltage classes unless all wires within the harness are insulated for the highest voltage present in the harness. Multiple grounding points regrouping different electrical loads shall be used throughout the vehicle. The stainless steel structure of the vehicle is used as the main ground path back to the low voltage batteries.</td>
<td>We wish to clarify that different voltage classes, unless all wires within the harness are insulated for the highest voltage present in the harness. Multiple grounding points regrouping different electrical loads shall be used throughout the vehicle. The stainless steel structure of the vehicle is used as the main ground path back to the low voltage batteries.</td>
<td>Approved</td>
</tr>
<tr>
<td>80</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>103</td>
<td>Wiring, grounding at multiple points, stretching, and exceeding minimum bend radius shall be presented.</td>
<td>Multiple grounding locations. The stainless steel structure is used as the main grounding path, this is done in respect with our internal design guideline.</td>
<td>Approved</td>
</tr>
<tr>
<td>81</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>104</td>
<td>Strain-relief fittings shall be provided at all points where wire enters electrical compartments. Grommets or other protectors shall be installed at points where wiring penetrates metal structures outside of electrical enclosures.</td>
<td>We wish to clarify that strain-relief fittings are used where necessary, not systematically at the entrance of electrical compartments. We shall install backshells only where available for the specific connector.</td>
<td>Approved</td>
</tr>
<tr>
<td>82</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>104</td>
<td>To the extent practicable, wiring shall not be located in environmentally exposed locations under the vehicle. Wiring and electrical equipment necessary located under the vehicle shall be insulated from water, heat, corrosion and mechanical damage.</td>
<td>We wish to clarify that for the floor of the bus, the wires are protected by a dustbin and not exposed to the exterior environment. For remaining area under the bus, we have loom where wiring is exposed. Only a small part of the wires are exposed when you get real close to the connection point.</td>
<td>Approved</td>
</tr>
<tr>
<td>83</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>104</td>
<td>All wire harnesses over 5 ft long and containing at least five wires shall include 100 percent (minimum two wires) excess wires for spares. This requirement for spare wires does not apply to data links and communication cables.</td>
<td>We wish to clarify that 10 percent spare wires are present only in main wire harnesses linking all distribution panels.</td>
<td>Approved</td>
</tr>
<tr>
<td>84</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>104</td>
<td>Battery cable connectors shall be crimped and soldered.</td>
<td>We wish to clarify that Battery cable connectors are crimped and soldered with heat-shrink tubing, not soldered. No soldering is used and proved necessary in previous applications.</td>
<td>Approved</td>
</tr>
<tr>
<td>85</td>
<td>TS 40.3 Low Voltage Low Current Wiring and Terminals</td>
<td>104</td>
<td>All cable connectors shall be locking type, keyed and sealed, unless enclosed in watertight cabinets or vehicle interior. For wiring harness connectors, pins shall be removable, crimp contact type, of the correct size and rating for the wire being terminated.</td>
<td>Connector type on modules vary depending on the manufacturer of the equipment (such as push-on terminals where required for the equipment). Proposer uses the described type of connectors, unless it is making to a component that does not support these characteristics. Fast-On type terminals in distribution panels are held by friction and can sustain vehicle vibrations without disconnecting.</td>
<td>Approved</td>
</tr>
<tr>
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<tr>
<td>85</td>
<td>TS 40.3 Low Voltage</td>
<td>104</td>
<td>All wiring connections outside of junction boxes shall be Deutsch or approved equal, with the terminators coated with dielectric grease. Terminals shall be crimped, corrosion-resistant and full type or interlocking lugs, protected with type heat shrink. The proposer would like to clarify that dielectric grease is used on lug terminals only in exposed areas.</td>
<td>We request your approval</td>
<td>4</td>
</tr>
<tr>
<td>86</td>
<td>TS 40.5 Electrical Components</td>
<td>105</td>
<td>The components and their functions in each electrical compartment shall be identified and their location permanently recorded on a drawing attached to the inside of the access panel or door. The drawing shall be protected from oil, grease, water and abrasion.</td>
<td>Our offer includes specific electrical diagrams from the coach wiring diagram as a decal. We propose to discuss further at pre-production meeting the Agency’s requirements.</td>
<td>4</td>
</tr>
<tr>
<td>87</td>
<td>TS 45.3 Storage Box</td>
<td>116</td>
<td>An enclosed storage area shall be provided with a positive latching door and no lock. The maximum size is 2750 cubic in. An Agency approved trash can holder shall be provided. An Agency approved transfer collection container shall be provided.</td>
<td>We request approval for a storage location integrated to the dashboard with a capacity of 100 cubic inches. The Dash storage area provides a positive latching door.</td>
<td>4</td>
</tr>
<tr>
<td>90</td>
<td>TS 50. Driver’s Side Window</td>
<td>122</td>
<td>All passenger windows shall be manufactured by Duru or approved equal. Windows shall have black enclosed aluminum frames. All windows shall be three-quarter (3/4) lower agores and all windows of the same size shall be interchangeable. All passenger handles shall be located towards the front of the bus.</td>
<td>The proposer offers Ricon windows. The window frames are Black Powder Coated, not anodized.</td>
<td>4</td>
</tr>
<tr>
<td>91</td>
<td>TS 51. Side Windows</td>
<td>122</td>
<td>All passenger windows shall be manufactured by Duru or approved equal. Windows shall have black enclosed aluminum frames. All windows shall be three-quarter (3/4) lower agores and all windows of the same size shall be interchangeable. All passenger handles shall be located towards the front of the bus.</td>
<td>The proposer offers Ricon windows. The window frames are Black Powder Coated, not anodized.</td>
<td>4</td>
</tr>
<tr>
<td>92</td>
<td>TS 52.1 Side Body Panels</td>
<td>129</td>
<td>Structural elements supporting exterior body panels shall allow body panels below the windows to be repaired in lengths not greater than 12 ft.</td>
<td>We request your approval for exterior body panel exceeding the specified.</td>
<td>4</td>
</tr>
<tr>
<td>93</td>
<td>TS 57.1 Access Doors</td>
<td>130</td>
<td>Some of the exterior door skin handles are not flush or recessed to the body contour. They are molded or stamped into the exterior access door panel to improved esthetics and reliability.</td>
<td>Request your approval</td>
<td>4</td>
</tr>
<tr>
<td>94</td>
<td>TS 68. Finish and Color, TS 68.1 Appearance</td>
<td>132</td>
<td>Color and paint scheme shall be generally in accordance with Agency Drawings to be provided...</td>
<td>CAT-CAT6 provides us with: 1) A complete color scheme (or render or pictures) of their requested exterior paint and decals if applicable for their transit bus with specific necessary views A) Front, B) Rear, C) Both sides and D) Roof ? 2) Color names and color codes of the scheme ?</td>
<td>Note: This request is pronounced to helping our evaluation purposes</td>
</tr>
<tr>
<td>95</td>
<td>TS 68.9. Finish and Color</td>
<td>132</td>
<td>Paint with PPG Definit. FBCH Base Coat.</td>
<td>The proposer would like to specify in its paint process is qualified by usage of Axalta (formerly Dupont) polyurethane base and related products that are equivalent to PPG Definit.</td>
<td>This is our standard longtime proven paint process for exterior finishes and which has been qualified on our vehicles. These products are top of industry standards for commercial vehicle paint finishes.</td>
</tr>
<tr>
<td>96</td>
<td>TS 68.9. Finish and Color</td>
<td>133</td>
<td>Painted surfaces shall have a minimum 95 gloss and an orange peel rating of 7 or more on the Adhesion Coating Technologies, Inc., orange peel standard panels set APRT 100K4 or Agency accepted wax screen equipment.</td>
<td>The proposer would like to specify then in 95 gloss paint process (exterior finishes) that 1) gloss level applied value minimum is 80 2) our orange peel applied value maximum is 5. These numbers are high values of industry standards for commercial vehicle paint finishes and the capacity of our process.</td>
<td>We request your approval for usage of Axalta products for the paint process (exterior finishes)</td>
</tr>
<tr>
<td>97</td>
<td>TS 68.9. Finish and Color</td>
<td>132</td>
<td>Paint with PPG Definit. FBCH Base Coat.</td>
<td>The proposer would like to specify then in 95 gloss paint process (exterior finishes) that 1) gloss level applied value minimum is 80 2) our orange peel applied value maximum is 5. These numbers are high values of industry standards for commercial vehicle paint finishes and the capacity of our process.</td>
<td>We request your approval for usage of Axalta products for the paint process (exterior finishes)</td>
</tr>
<tr>
<td>98</td>
<td>TS 71. Exterior Lighting</td>
<td>135</td>
<td>Light Emitting Diode (LED) lights shall be utilized for all applications where certified LED lights are available and shall be Delight, or approved equal.</td>
<td>The proposer’s wishes to clarify that surface plate lights are compliant in terms of LED type but are from truck like. We request your approval</td>
<td>4</td>
</tr>
</tbody>
</table>
The proposer requests approval for a single center-mounted red LED lamp strip of 18” by 34” (instead of the two center-mounted red lights). Please refer to attachment 10 - Exterior Lighting for illustrations.

Specifications remain, submit deviation for evaluation.

Specifications remain, submit deviation for evaluation.

Specifications remain, submit deviation for evaluation.

Specifications remain, submit deviation for evaluation.

Specifications remain, submit deviation for evaluation.

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<tr>
<td>103</td>
<td>TS-83.4.3 Driver Display Unit (DDU)</td>
<td>172</td>
<td>Contractor shall install a driver display unit as close to the driver's instrument panel as possible.</td>
<td>Is the Driver Display Unit (DDU) the same as the prorotype model timeline? (MDT) If not, could you please provide the model number and the supplier name of the DDU. We request your clarification.</td>
<td>Approved</td>
<td>Approved, Trespassed.</td>
</tr>
<tr>
<td>104</td>
<td>TS-41. General Electronic Requirements</td>
<td>105</td>
<td>Electronic component suppliers shall ensure that all equipment is self-protecting in the event of shorts in the wiring, and also in over-voltage (over 32V DC on a 24V DC nominal voltage rating with a maximum of 50V DC) and over-current conditions.</td>
<td>We do not control the supplier configuration, we provide components for over-voltage with circuit breakers and multiple modules protect for reverse polarity conditions. We request your approval.</td>
<td>Approved</td>
<td>Approved.</td>
</tr>
<tr>
<td>105</td>
<td>TS-41. General Electronic Requirements</td>
<td>107</td>
<td>An electronic component is required to interface with other components, it shall not require external pull-up and/or pull-down reactions.</td>
<td>Impact of input or output circuits on supplier's hardware varies. Pull-up and pull-down reactions will be used in case of case scenario to ensure system functionality. (MDT). We request your approval.</td>
<td>Approved</td>
<td>Approved.</td>
</tr>
<tr>
<td>106</td>
<td>TS-41.1.2 Shading</td>
<td>102</td>
<td>To perform the leak inspection, interior ceiling and side panels are removed, and access doors are opened.</td>
<td>To perform the leak inspection, interior ceiling and side panels in place and with interior access doors opened. Interior ceiling and side panels may be removed only when a water leak is detected and the source needs to be traced. Appropriate repairs will be applied depending on leakage issue. This is our proven procedure for many years. We request your approval.</td>
<td>Approved</td>
<td>Approved.</td>
</tr>
<tr>
<td>107</td>
<td>TS-41.1.4 Radio Frequency (RF)</td>
<td>102</td>
<td>Radio Frequency (RF) Components, such as lasers, video devices, cameras, global positioning systems (GPS), etc., shall have coaxial cable to carry the signal. All RF systems require special design consideration for boxes along the cable.</td>
<td>All electronic components are specified by the equipment manufacturer (eg, internal cables for TCIFP, IP cameras) and is selected as per equipment manufacturer's instructions. (MDT). We request your approval.</td>
<td>Approved</td>
<td>Approved.</td>
</tr>
<tr>
<td>108</td>
<td>QA-2.1 Inspection Stations</td>
<td>182</td>
<td>Water test before interior trim and insulation installation</td>
<td>The proposal specifies that it's standard water test inspection procedure is performed when the vehicle is fully assembled. We request your approval.</td>
<td>Approved</td>
<td>Approved, Specimen remains</td>
</tr>
<tr>
<td>109</td>
<td>Water test inspection</td>
<td>190</td>
<td>To perform the leak inspection, interior ceiling and side panels are removed, and access doors are opened.</td>
<td>The proposal specifies that it's standard water test inspection procedure is performed when the vehicle is fully assembled. We request your approval.</td>
<td>Approved</td>
<td>Approved, Specimen remains</td>
</tr>
<tr>
<td>110</td>
<td>Addendum-2: Optional Equipment</td>
<td>7</td>
<td>BRT Front Style</td>
<td>Does the DDU have a front canopy? Please provide details in order to equally evaluate bidders.</td>
<td>We request you standard styling as the base and any optional styling as an option</td>
<td>Approved</td>
</tr>
<tr>
<td>111</td>
<td>Addendum-2: Optional Equipment</td>
<td>7</td>
<td>BRT Plus Style</td>
<td>Please clarify CATE definition of BRT plus style. Please provide details in order to equally evaluate bidders.</td>
<td>We request you standard styling as the base and any optional styling as an option</td>
<td>Approved</td>
</tr>
<tr>
<td>112</td>
<td>Package 3</td>
<td>21</td>
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</table>

Current in RFP: "Accordingly, the Company agrees to pay liquidated damages at the rate of $250 per prototype for each day that the Contractor is late in meeting a Completion Date set forth in the Contract." The timely performance of the work by the Contractor is of utmost importance to the Customer. Non-performance, an unlimited liability obligation creates a severe restriction on our ability to disclose financial provisions in accordance with Securities Exchange requirements. Furthermore, the Contractor considers that liquidated damages should be an assessment of direct damages suffered by the Customer, and, in addition be a mechanism to dissuade poor performance. Proposer requests approval to limit the liquidated damages to be capped on a per bus basis at 1% of the value of the bus price. Proposer respectfully requests to reduce the amount for liquidated damages to $2000 business day. (MDT). We request your approval. | Approved    | Approved. |
To clarify, we want to know any time your company was involved in a claim under section RFP 14.2. The Proposer would like to suggest the following modification:

**GC 6. Intellectual Property Warranty**

The City shall advise the Company of any pending patent suit related to this Contract against the City and provide all information available. The Company shall defend any suit or proceeding brought against the City based on an assertion that any equipment or any part thereof furnished under this Contract constitutes an infringement of any patent, and the Company shall pay all damages and costs awarded therein, excluding incidental and consequential damages against the City. In case said equipment or any part thereof, is in such suit held to constitute infringement and use of said equipment or parts is enjoined, the Company shall, at its own expense and at its option, either procure for the City through the Company's own efforts a royalty-free, non-exclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, the following subject data for its purposes: (i) any subject data required to be developed and first produced in the performance of the Contract and specifically paid for as such under the Contract, whether such subject data is owned by the Company or Subcontractor or Supplier purchases ownership for the purpose of performance of the Contract and specifically paid for as such under the Contract. The Company agrees to include the requirements of this clause, modified as necessary to identify the affected parties, in each subcontract and supply order placed under the Contract.

**GC 7.1 Proprietary Rights/Right in Data**

The terms "subject data" used in this clause means recorded information, whether or not copyrighted, that is delivered or specified to be delivered under the Contract. It includes the following:

- Shop drawings and working drawings
- Technical data including manuals or instruction materials, computer or microprocessor software
- Patented materials, equipment, devices or processes
- License requirements

The City shall protect proprietary information provided by the Company to the fullest extent of the law. The Company shall grant a non-exclusive license to the City in order to maintain the vehicles. In the event that the Company no longer provides the information, the City has the right to reverse engineer patented parts and information in order to maintain the vehicles. In the event that the Company no longer provides the information, the City has the right to reverse engineer patented parts and software.

**RFP Requirements**

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**Questions/clarification or approved equal**

- Please confirm that provisions GC 6 and GC 7 are not applicable as they are absent in the Sample contract.
- Alternatively, the Proposer would like to add the following provision to the Sample contract in their version from the APTA Standard bus procurement guidelines:

**IP 12.3 Proposal Format Requirements**

- A statement as to any judgments, litigation, licensing violations, or other violations, outstanding or resolved, associated with your company. Furthermore, all liquidated damage claims for the past three years should be provided, including the agency issuing the claim, the amount, and reason for the claim.

**IP 14.2 Availability of Funds**

- This procurement is subject to the availability of funding. The Agency utilizes funds from the Federal Transit Administration, the State of North Carolina, and local transit funds. The availability of funds will determine the Agency's ability to make purchase of transit buses.
- The Proposer would like to suggest the following modification:

**IP 14.2 Availability of Funds**

This procurement is subject to the availability of funding. The Agency utilizes funds from the Federal Transit Administration, the State of North Carolina, and local transit funds. The availability of funds, which will be secured no later than the moment the purchase order is issued, will determine the Agency's ability to make purchases of transit buses.
### RFP Requirements

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### RFP SECTION # 27.1 TERMINATION FOR CONVENIENCE

The City may terminate the Contract at any time without cause by giving sixty (60) days prior written notice to the Company. As soon as practicable after receipt of a written notice of termination without cause, Company shall submit a statement to the City showing in detail the Services performed under this Contract through the date of termination. The forgoing payment obligation is contingent upon the Company having provided the City with written documentation reasonably adequate to verify the number of hours of Services rendered through the termination date and the percentage of completion of each task.

### RFP SECTION # 27.5. OBLIGATIONS UPON EXPIRATION OR TERMINATION

Upon expiration or termination of this Contract, the Company shall promptly: (a) return to the City all computer programs, files, documentation, data, media, related material and any other recording devices, information, or compact discs that are owned by the City; (b) provide the City with sufficient data necessary to migrate to a new vendor; or allow the City or a new vendor access to the systems, software, infrastructure, or processes of the Company that are necessary to migrate to a new vendor; and (c) refund to the City all pre-paid sums for Products or Services that have been cancelled and will not be delivered.

### RFP SECTION # 28. NO DELAY DAMAGES

Under no circumstances shall the City be liable to the Company for any damages arising from delay, whether caused by the City or not.

### Agency Action

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<tr>
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### Agency Response

- The Offeror would like to suggest the following modification:
- 27.1 TERMINATION FOR CONVENIENCE: The City may terminate the Contract at any time without cause by giving sixty (60) days prior written notice to the Company. As soon as practicable after receipt of a written notice of termination without cause, Company shall submit a statement to the City showing in detail the Services performed under this Contract through the date of termination. The forgoing payment obligation is contingent upon the Company having provided the City with written documentation reasonably adequate to verify the number of hours of Services rendered through the termination date and the percentage of completion of each task.
- RATIONALE: As bases are highly customized products and Proposer will incur significant costs in starting the production, Proposer would like to ensure to be paid for those costs in the event of a termination for convenience. Compensation for costs are generally accepted in the bus industry.

- The Proposer would like to confirm that notwithstanding provision 28, the City couldn’t claim any liquidated damages from the Proposer in the case of delays in delivery, if that delay is caused by the City.
- The Proposer would like to suggest the following modification:
- 28. NO DELAY DAMAGES: Under no circumstances shall the City be liable to the Company for any damages arising from delay, whether caused by the City or not. If the delay is caused by the City, the Company will have no obligation in terms of liquidated damages.
- RATIONALE: The Proposer would like to confirm that notwithstanding provision 28, the City couldn’t claim any liquidated damages from the Proposer in the case of delays in delivery, if that delay is caused by the City.

- Per Legal, CATS has modified Section 27.5 and also wants to make it clear that subsection (c) does not conflict with 27.1 of the sample contract. "Upon expiration or termination of the Contract, the Company shall promptly (a) return to the City all computer programs, files, documentation, data, media, related material and any other recording devices, information, or compact discs that are owned by the City; (b) provide the City with sufficient data necessary to migrate to a new vendor, or allow the City or a new vendor access to the systems, software, infrastructure, or processes of the Company that are necessary to migrate to a new vendor; and (c) refund to the City all pre-paid sums for Products or Services that have been cancelled and will not be delivered.”
44.8 CHANGE IN CONTROL. In the event of a change in “Control” of the Company (as defined below), the City shall have the option of terminating this Contract by written notice to the Company. The Company shall notify the City within ten days of the occurrence of a change in control. As used in this Contract, the term “Control” shall mean the possession, direct or indirect, of either (i) the owner-ship of or ability to direct the voting of, as the case may be fifty-one percent (51%) or more of the equity interests, value or voting power in the Company or (ii) the power to direct or cause the direction of the management and policies of the Company whether through the ownership of voting securities, by contract or otherwise.

Upon the occurrence of a Force Majeure Event, the affected party shall promptly notify the other party to the Contract by written notice of the nature of the Force Majeure Event and shall describe in reasonable detail the nature of the Force Majeure Event. If any Force Majeure Event prevents the Company from performing its obligations for more than fifteen (15) days, the City shall have the right to terminate the Contract by written notice to the Company. (...)
Operator Training

Training shall be based on the Operating Manual. To ensure the safety of maintenance personnel, operating personnel, and passengers, the Contractor shall supply two (2) sets of USB Flash Drives two (2) months prior to the delivery of the first production bus. The driver shall cover the following topics:

a) Revenue service preparation
b) Normal operating procedures
c) Emergency operating procedures

6. Moving a bus with a problem (fault)

TS 5.6 Training

d) Moving a bus with a problem (fault)

Pre-Trip Inspection

Specifications remain, submit deviation for evaluation.

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Pre-Trip Inspection

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