

Addendum #4

RFP#: HDBUS2019

Date: 11/22/2019

The purpose of this addendum is to clarify the following questions:

1. These items on page 118-119 will be supplied by Texas A&M.

TripSpark:

Ranger 4 (Internal Verizon Modem, GPS, WiFi):

R44-V110T-01

TBOX Audio Annunciator:

TBOX10000

United States Seating Requests for Pre-Offer Change or Approved Equal:

Page 109/Section 8.30

United States Seating respectfully request for approval of the ALX model driver seat as an approved alternate to the seat specified in the Technical Specifications. The ALX is an ergonomically designed air driver seat that provides features for maximize driver comfort and ease of operation. The ALX suspension system is rated at 650 Lbs with a dead lift capacity of 500 Lbs. This seat is fully compliant to FMVSS 207 and 210. Please review attached technical summary documents for additional information.

Advantages: The ALX provides an extra heavy-duty suspension system to meet the rigorous duties of transit applications as well as provides various adjustment features to allow drivers of all ranges to adjust the seat for maximum comfort.

Approved.

Page 97/Section 6.0

United States Seating respectfully requests the approval of the Gemini seat model as an approved equal to the specified model and design listed in the RFP. The Gemini seat is an ultra-lightweight heavy-duty transit seat that is widely used throughout North America. The Gemini understructure can be fabricated from a formed stainless-steel channel or a lightweight aluminum tubing structure. Both mounting systems meet and exceed APTA White book requirements for strength and durability and is APTA White Book Compliant. Additionally, please approve the VProII restraint system as an equal to the specified system. Please review attached technical summary documents for additional information.

Advantages: The Gemini is the lightest weight seat offered in heavy-duty transit providing overall weight savings for maximum operating efficiency. The inserts are completely interchangeable through-out the bus.

Approved.

Page 79/Section 4.21

Fogmaker North America, division of USSC Group respectfully requests the approval of the Fogmaker Automatic Fire Suppression System (AFSS) as an approved equal. Approved equal request is for the standard fogmaker system which is significantly different in function to the AFSS spec as defined and can be captured per the specification attached. Fogmaker is a watermist system vs. powder which attacks ALL three legs of the fire triangle to both suppress and prevent reflash (NOTE: Fogmaker P Mark certification demonstrates zero reflash as defined in the certification). Detection is executed by a loss of pressure (LOP) system which is 100% mechanical thus providing continued protection with fail-safe system and requiring zero battery back-up. With this system, we have over 10,000 in North

America including applications with all NA bus OE's and 150,000 systems world-wide. fogmaker continues to focus on providing the best system worldwide to attack and suppress the fire while also ensuring to eliminate! minimize system complexity issues which may take the bus out of service during normal. Supporting documentation also attached to request. Agencies using this system include: Philadelphia, PA, Phoenix, AZ, Tempe, AZ, Santa Clara, CA, Miami, FL, West Palm, FL, Jacksonville, FL, Tallahassee, FL, Daytona, FL, Athens, GA, Nashville, TN, Columbia, SC, Myrtle Beach, SC, Bridgeport, CT, Fairfax, VA, Dallas, TX (small bus). Advantages: The Fogmaker extinguishing system is primarily a water-based system which provides an environmentally friendly characteristic over systems that utilize powder / chemical-based extinguishment. These systems require no power for activation with the Loss of Pressure detection activation system. Offers the OEM flexibility in mount location as the systems can be mounted at any angle.

Approved.

Altro Transflor Requests for Pre-Offer Change or Approved Equal:

Page 89/Section 5.11

Request the words "minimal ribbing" be removed.

Non-skid heavy-duty composite material is formulated with quartz aggregate for safety and doesn't require ribbing safety.

BTD approves the removal of the wording as long as flooring still meets safety standards.

Nova Bus Requests for Pre-Offer Change or Approved Equal:

Page 39/Section 3

We request to read the section as follows (changes in blue):

Within 15 calendar days after arrival at the designated point of delivery, the bus will undergo BTB's tests defined in Quality Assurance Provisions. If the bus passes these tests or if BTB does not notify Contractor of nonacceptance within 15 calendar days after delivery, then acceptance of the bus by BTB *as well as the transfer of the Title* occurs on the fifteenth calendar day after delivery. Acceptance may occur earlier if BTB notifies the Contractor of early acceptance or places the bus in revenue service. If the bus fails these tests, it will not be accepted until the repair procedures defined in "Repairs After Nonacceptance" have been carried out and the bus retested until it passes.

Approved.

Page 42/Section 3

We request to read the second paragraph of the Indemnification subsection as follows:

The obligations of the Contractor under the above paragraph will not extend to circumstances where the injury, or death, or damages is caused ~~solely~~ by the negligent acts, errors or omissions of BTB, its officers, employees, agents or consultants, including negligence in (1) the preparation of the Contract documents, or (2) the giving of directions or instructions with respect to the requirements of the Contract by written order. The obligations of the Contractor will not extend to circumstances where the injury, or death, or damages is caused, in whole or in part, by the negligence of any third-party operator, not including an assignee or subcontractor of the Contractor, subject to the right of contribution as provided in the next sentence below. In case of joint or concurrent negligence of the parties hereto giving rise to a claim or loss against either one or both, each will have full rights of contribution from the other.

Not Approved.

Page 5&17/Section 1 &2

We request approval to provide Form 2.6 Pre-Award and Post Delivery Audits Requirements at the Buy America pre-award audit only and not during the bid process.

This information is deemed confidential and is never shared during a bid process. We will be pleased to share all this documentation to the auditor during the Buy America pre-award audit.

Approved.

Page 2/Section 1

Contractor requests to delete the underlined sections:

Scope BTD is requesting proposals for the manufacture and delivery of 21 for BTD and 6 for Texas A&M Transportation Heavy Duty Transit Buses not to exceed 40' the terms and conditions set forth in this RFP # HDBUS2019. The Contract will be a firm-fixed price, multi-year Contract.

State law requires that any out of state manufacturer attempting to do business in the State of Texas must be licensed to do so in addition to submitting bids through a licensed Texas Franchised Dealership. The Texas Statewide Dealer List is available at

http://www.txdot.gov/txdot_library/publications/business/motor_vehicle/dealer_lists.htm.

Vendors must have operated as a licensed bus dealer, having distributed commercial buses and maintained a repair facility and parts distribution center for a minimum of 5 years prior to the date of bid. Vendors should not bid unless they can provide at least three (3) references for similar work done within the past five (5) years

Rationale:

As the funds to purchase the vehicle are FTA granted, therefore, the Vendor understands that Bus Dealer Requirements is not applicable to this current RFP.as stated by the public Law 109-59 SAFETEA-LU SECTION 3025(I)-- No State Law requiring buses to be purchased through in-State dealers shall apply to vehicles purchased with a grant under this chapter

Approved.

Page 53/Section 6**Request:**

As requested by section 6.1 please find enclosed and approve the following propulsion system manufacturer's standard warranty, delineating items excluded from the Extended Warranties,

Please refer to RFA C-5 attachment for more details.

Approved.

Page 53/Section 6**Request:**

Contractor Warranty: Warranties in this document are in addition to any statutory remedies or warranties imposed on the Contractor. Consistent with this requirement, the Contractor warrants and guarantees to BTD each complete bus, and specific subsystems and components as follows. Performance requirements based on design criteria shall not be deemed a warranty item.

We request your approval text addition: Consistent with this requirement, the Contractor warrants and guarantees to BTD each complete bus for one (1) year or 50,000 miles whichever comes first, and specific subsystems and components as follows.

Approved.

Page 53/Section 6**Request:**

Reimbursement for Labor: BTD will be reimbursed by the Contractor for labor. The amount will be determined by multiplying the number of man-hours actually required to correct the Defect by a per hour, 5M mechanic, straight wage rate, plus 39 percent fringe benefits and twenty percent overhead, plus the cost of towing in the bus if such action was necessary and if the bus was in the normal service area. These wage and fringe benefit rates will not exceed the rates in effect in BTD's service garage at the time the Defect correction is made.

We request your approval for the following text addition: "The labor hours claimed will be based on Nova Bus's Standard Repair Time manual. If the labor hours for a particular repair are not listed in the manual, the labor hours will be determined case by case.

Approved.

Page 55&56/Section 6**Request:**

Reimbursement Requirements: The Contractor will reimburse BTD for warranty labor and/or parts within 60 days of receipt of warranty claim.

We request your approval to accept a reimbursement within 60 days of approval of warranty claim from vendor.

Approved.

Page 41/Section 3**Request:**

Bidder requests the following wording to be added to paragraph 2: the payment delay by BTD to contractor shall not exceed 30 days after delivery, acceptance of each bus and receipt of an approved invoice by contractor.

Not Approved.

Page 32/Section 2**Request:**

we understand that no Pilot is required. Please confirm.

Pilot bus is required.

Page 24 to 28 & 48/Section 2&4**Request:**

We request approval to only provide Form 2.13 DBE Approval Certification (TVM Certification) as part of Bidder's Proposal.

Form 2.14 to 2.16 should not be provided as part Bidder's Proposal since there is no state of local DBE goal requirement other than the FTA goal requirement mentioned in section 4 Federal Clauses, subsection 4.18 of this RFP.

Approved. Please use the FTA TVM list

<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/eligible-transit-vehicle-manufacturers>

Page 39/Section 3.9**Request:**

The timely performance of the work by the Contractor is of utmost importance to ensure successful completion of the deliveries stipulated in the Contract. Nonetheless, an unlimited liability obligation creates a severe restriction on our ability to disclose financial provision in accordance with Securities Exchange requirements. Hence, 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 2% of the value of the bus price and respectfully requests to revise the amount for liquidated damages to \$200/ business day.

Liquidated damages will be lowered to \$100/business day.

Page 59/Section 7

Request:

As there are no pre-1995 mean time to repair detailed in the RFP, we request approval to approve Bidder's standard repair time (mean time to repair).

Approved.

Page 90/Section 7

Request:

The Proposer kindly requests an approved equal Audible Tum Signal Alarm system offered by Clever Devices.

Approved.

Page 118/Section 7

Request:

The Proposer wishes to clarify that our electronics cabinet is made of eighteen (18) gauge reinforced painted steel. We request your approval.

Approved.

Page 118/Section 7

Request:

The Proposer wishes to clarify that our cabinet is powder coated rather than painted with polyurethane. We request your approval.

Approved.

Page 118/Section 7

Original Spec:

Whole Section

Request:

For further information, please refer to RFA 5 Attachment - Enlarged Electronic & ITS Equipment Box.

Approved.

Page 67/Section 7

Request:

The proposer offers the ZF Ecolife6AP1400B transmission which meets the specifications in the RFP. We request your approval.

Approved.

Page 71/Section 7

Request:

The proposer uses a fuel tank made of polyethylene plastic which is lighter, yet resistant to impacts, fatigue and stress cracks and meets the same specified requirements as for the stainless-steel fuel tank. We request your approval.

Approved.

Page 71/Section 7

Request:

The proposer is offering a ZF double reduction rear axle- model AV133. We request your approval.

Approved.

Page 71/Section 7

Request:

The proposer is offering a ZF front axle model RL-82. The ZF RL-82 Front Axle is a solid beam type supported by 2 air springs. The Front Axle is complaint in terms of load rating as specified. We request your approval.

Approved.

Page 72/Section 7**Request:**

The proposer provides Sachs shock absorbers. Damping is Sufficient to control bus motion to two (2) cycles or less after hitting road perturbations. They also provide better roll control. We request your approval.

Approved.

Page 72/Section 7**Request:**

The proposer's buses are equipped with Sachs shock absorbers. Standard repair time for a shock absorber replacement is 30 minutes. We request your approval.

Approved.

Page 72/Section 7**Request:**

The Proposer provides Sachs non-adjustable shock absorbers. The shock absorbers have been tuned for our buses and provide the proper roll control and ride quality. We request your approval.

Approved.

Page 72/Section 7**Request:**

The proposers bus requires lubricants that are component specific, not one type fits all. We request your approval.

Approved.

Page 72/Section 7**Request:**

The Proposer offers wheels that will be Alcoa DuraBrite but will be model no. 886520D8. We request your approval.

Approved.

Page 72/Section 7**Request:**

The Proposer offers wheels that are 22.5" x 8.25" in size. We request your approval.

Approved.

Page 72/Section 7**Request:**

The Proposer offers wheels that take 305/70R22.5 tires. We request your approval.

Approved.

Page 73/Section 7**Request:**

The Proposer offers a Douglas 929 tilt and telescoping steering column. We request your approval.

Approved.

Page 73/Section 7**Request:**

The Proposer is offering an air actuated braking system by Knorr-Bremse. This braking system is standard on all our buses and have been in use for many years in ZF axles. We request your approval.

Approved.

Page 73/Section 7

Request:

The force to activate the brake pedal for maximum braking can reach up to 80 pounds. We request your approval.

Approved.

Page 73/Section 7

Request:

The proposer's buses are equipped with all around disc brakes, thereby, not requiring an S-cam. This is inherent to our design. We request your approval.

Approved.

Page 73/Section 7

Request:

The Proposer's buses are equipped with the Bendix Anti-Lock Braking EC- 60 ABS6 channels ABS/ATC System. This is inherent to our design. We request your approval.

Approved.

Page 74/Section 7

Request:

The Proposer offers brake calipers from Knorr-Bremse - the brake system manufacturer. We request your approval.

Approved.

Page 74/Section 7

Request:

The Proposer offers a Wabco model CP9603, 30.4 CFM twin, direct gear driven air compressor supplied with the engine by the engine manufacturer. We request your approval.

Approved.

Page 75/Section 7

Request:

The Proposer will conduct the 72-hour leak down test on the first production bus. For subsequent buses, the Proposer would like to perform its standard leak down verification procedure which consists of two tests at different stages of the production line of 15 minutes each where the pressure drop will be no more than 2 psi. The Proposer's experience indicates that a bus passing these two 15-minute tests will pass the test as specified in the RFP. We request your approval.

Approved.

Page 75/Section 7

Request:

The Proposer's bus does not have a dust shield over the air dryer. The air dryer is in a semi-closed area with little dust or debris. The air dryer itself is also air tight, thereby preventing any dust intrusion. We request your approval.

Approved.

Page 75/Section 7

Request:

The Proposer offers a Wabco model CP9603, 30.4 CFM twin, direct gear driven air compressor supplied with the engine by the engine manufacturer. We request your approval.

Approved.

Page 75/Section 7

Request:

The Proposer wishes to clarify that the air dryer will be the SKF Dual Turbo 2000 as specified elsewhere in the RFP. This air dryer configuration does not utilize a Puraguard filter. We request your approval.

Approved.

Page 75/Section 7

Request:

The Proposer's buses are equipped with the Bendix Anti-Lock Braking EC- 60 ABS6 channels ABS/ATC System. This is inherent to our design. We request your approval.

Approved.

Page 76/Section 7

Request:

The Proposer is offering a bus with a structure made of Stainless Steel. A stainless-steel structure offers superior strength, anti-corrosion properties, and durability that are ideally suited for harsh environments. We request your approval.

Approved.

Page 76/Section 7

Request:

The Proposer is offering a bus with a structure made of Stainless Steel. The stainless-steel structure is protected with a corrosion protection undercoating Tectyl 3344 and Sicopoxy protective coating on the sides under the window line. We request your approval.

Approved.

Page 79/Section 7

Request:

The Proposer refers BTM to the Hoisting and Towing attachment for a description of the hoisting procedure.

Approved.

Page 80/Section 7

Request:

The Proposer's buses are equipped with a composite floor throughout the bus as a standard feature. The composite floor meets the strength requirements specified and is resistant to the effects of moisture, is impervious to insects and is waterproof. A plywood floor is not offered. Please refer to attachment floor for additional details. We request your approval.

Approved.

Page 80/Section 7

Request:

The Proposer offers the Gerflor Tarabus NT floor covering, a PVC floor covering with high quality wear insets with silicone carbide granules. The floor covering is bonded to the composite floor during the manufacturing process of the floor according to the manufacturer's installation instructions. The edges are sealed against infiltration of moisture. All seams are filled with color matched welding cords that are brazed to make the most uniform and sealed surface. The Gerflor Tarabus NT has a safe, non-slip surface with a 0.6 coefficient of friction and 0.0885in thickness and is available in several colors. We request your approval.

Approved.

Page 80/Section 7**Request:**

The proposer offers a floor covering that is laminated to the composite floor during the composite floor manufacturing process. The manufacturing process is different from the specification; however, the final result is free from bubbling and uneven surface. We request your approval.

Approved.

Page 81/Section 7**Request:**

The Proposer offers front wheelhouses constructed of stainless steel and rear wheelhouses constructed of reinforced fiberglass that successfully meet the 2 in steel ball impact test with at least 200 ft-lb of energy without penetration & fire resistance of the Standard Bus Procurement Guidelines (White Book). We request your approval.

Approved.

Page 81/Section 7**Request:**

The proposer offers rear wheel housings that are covered in gray thermoplastic that is color coordinated to the interior of the bus. The rear wheel house covering is not the same material as the floor. We request your approval.

Approved.

Page 81/Section 7**Request:**

Although our buses provide sufficient clearance for air circulation around the tires, tire chain clearance is less than specified in SAE J683 and do not allow the use of full-tire snow chains. However, our vehicles have sufficient clearance for SCC SuperZ cable chains (which comply to SAE J1232-1980 Class S Standard) to be installed on the rear outer wheels. We request your approval.

Approved.

Page 82/Section 7**Request:**

The Proposer's bus has skirt panels that are installed using plastic automotive fasteners (Christmas tree clip type panel retainers) which are visible but are the same color as the skirt panel. They integrate with the skirt panels. We request your approval.

Approved.

Page 82/Section 7**Request:**

The Proposers bus has fiberglass body panels. All exterior panels are made of composite materials bonded in place with structural adhesive. We request your approval.

Approved.

Page 82/Section 7**Request:**

The Proposer's bus has fiberglass body panels. All exterior panels are made of composite materials bonded in place with structural adhesive. This process eliminates the need for mechanical fasteners, and prevents corrosion and the forming of stress risers. We request your approval.

Approved.

Page 82/Section 7**Request:**

The proposer would like to clarify, in our paint process, that our standard & maximum value for gloss is 80. This value represents an excellent paint quality to industry standard. We apply and have applied our painting process on the vehicles of our customers in the state of Texas, specifically Houston Metro. We request our approval.

Approved.

Page 85/Section 7

Request:

The proposer requests approval for an over body length of 40 feet and over bumpers length of 40 feet 10 inches. Please note that Romeo Rim front and rear bumpers increase the overall length of the bus by 6.5 inches and 3.5 inches respectively. Please refer to attachment Bus Dimensions 40ft Diesel for dimensions of our bus

Approved.

Page 86/Section 7

Request:

The Proposer offers exterior LED lamps that are not potted. Our buses are used in diverse, severe environments as well as passing through bus washes without water infiltration into the lamps, therefore not requiring the lamps to be potted. We request your approval

Approved.

Page 86/Section 7

Request:

Please note that our headlamps are designed in a circular shape. Please refer to attachment Exterior Lighting. We request your approval.

Approved.

Page 87/Section 7

Request:

The proposer requests approval for a single center-mounted red LED lamp strip cyclop of 1 B" by 314" (instead of two center mounted brake lights) Please refer to attachment Exterior Lighting for illustrations.

Approved.

Page 88/Section 7

Request:

Please note that not all interior fasteners are identical. For more information please refer to attachment Access Panels. We request your approval.

Approved.

Page 88/Section 7

Request:

The Proposer's bus has interior panels that can have graffiti removed using IPA wipes. The interior panels do not necessarily follow the ratings of one or two as specified in the RFP. We request your approval.

Approved.

Page 88/Section 7

Request:

The proposer requests approval for its plastic (PVC) interior trims.

Approved.

Page 88/Section 7

Request:

The proposer requests approval for plastic moldings and trim strips above window line in lieu of stainless steel or aluminum. Aluminum moldings are used below window line.

Approved.

Page 88/Section 7

Request:

Interior panels between the windows are of the same color and material of the other panels (Melamine-S406 Grey). We request your approval.

Approved.

Page 89/Section 7

Request:

The proposer requests approval for plastic moldings and trim strips above window line in lieu of stainless steel or aluminum. Aluminum moldings are used below window line.

Approved.

Page 89/Section 7

Request:

The proposer's floor covering is bonded to the composite floor during the manufacturing process of the floor according to the manufacturer's installation instructions. The edges are sealed against infiltration of moisture. All seams are filled with color matched welding cords that are brazed to make the most uniform and sealed surface. We request your approval.

Approved.

Page 89/Section 7

Request:

The Proposer uses a composite floor where the floor covering is bonded to the composite floor during the manufacturing process of the floor, eliminating the possibility of water infiltration and separation. Therefore, it is not necessary for the flooring to be covered up the side wall. The floor and flooring end on a straight surface. We request your approval.

Approved.

Page 90/Section 7

Request:

Our bus design includes an open area between the Electrical Cabinet and the driver barrier. Seating can be placed in this area. We request your approval.

Approved.

Page 90/Section 7

Request:

The driver barrier is thermoplastic grey color impregnated (not painted). We request your approval.

Approved.

Page 91/Section 7

Request:

The proposer would like to clarify that the advertising media is located above light fixtures and is illuminated by general interior lighting.

Approved.

Page 91/Section 7

Request:

Please note that the fasteners for Interior light panels might differ from those of other compartments. We request your approval.

Approved.

Page 91/Section 7

Request:

The proposer wishes to clarify that its LED system does not require fuses, the system is using a circuit breaker for protection. Please note that proposer's passenger interior lighting offers long life LED type.

Approved.

Page 91/Section 7

Request:

Not all interior access panels are of the same locking type. We request your approval.

Approved.

Page 91/Section 7

Request:

Proposer wished to clarify that some access openings are symmetrical but distinct surface finishes prevent inaccurate installation when replacing covers. We request your approval.

Approved.

Page 92/Section 7

Request:

The proposer requests approval to provide a wide rear door which is slide glide.

Approved.

Page 92/Section 7

Request:

The Proposer is offering a wide slide- glide front door. The width between door posts is 52 inches and the width between panels is 47 inches. We request your approval.

Approved.

Page 92/Section 7

Request:

The Proposer is offering a wide Ameriview slide-glide rear door. The slide-glide is an air open/air close configuration as specified in section 5.63. The width between door posts is 52 inches, the width between panels is 47 inches, and the clear door width is 43 inches. We request your approval.

Approved.

Page 92/Section 7

Request:

Please note that the inside projection of our widest doors can reach up to 22 inches. We request your approval.

Approved.

Page 93/Section 7

Request:

Exhaust from the air door motors is not piped under the bus, rather, the exhaust stays within the door operator compartment and driver's lateral console (dump valve). A muffler is used to muffle the sound. Our pneumatic system oil extraction capacity is enough to prevent accumulation of oil in the air system. Moreover, there is no air blowing to passengers at door ways. We request your approval.

Approved.

Page 93/Section 7**Request:**

The proposer requests approval to provide a wide rear door which is slide glide.

Approved.

Page 94/Section 7**Request:**

The proposer requests approval for its suggested seating Layout. Please refer to attachment Seating Layout.

Approved.

Page 96/Section 7**Request:**

The proposer wishes to clarify that the proposed seating layout is longitudinal perimeter seating, hence this requirement is not applicable. The only transverse seating location is the 5-position molded seats at the rear of the upper podium.

Approved.

Page 96/Section 7**Request:**

The proposer wishes to clarify that as requested in section 6.02 Arrangements; the passenger seats offered are insight with padded fabric inserts.

Approved.

Page 97/Section 7**Request:**

The Proposer's bus has the overhead assist on the upper level podium at a minimum height of 67.25 inches above the floor, due to a sloping floor at the rear upper level.

We request your approval.

Approved.

Page 98/Section 7**Request:**

The proposer would like to clarify that in the case of 2 wheelchair positions occupied (streetside and curbside) behind the front wheelhouses, when fully utilized and considering a standardized 30 x 48 inch mobility device/wheelchair, the remaining aisle width is no less than the 16 inches, depending on the seat design selected as flip-up. We request your approval.

Approved.

Page 99/Section 7**Request:**

The proposer would like to clarify that its buses are equipped with a single-piece-windshield with no center divider, providing maximum operator visibility.

Approved.

Page 100/Section 7**Request:**

Only the front sash of the operator's side window opens, the rear sash is fixed as it extends behind the operator's barrier. Therefore, there is no rear sash handle that is offered. For more info, please refer to attachment DRIVER'S SIDE WINDOW. We request your approval.

Approved.

Page 100/Section 7**Request:**

The proposer's bus, if frameless (flush) windows are required, has window frames that are Black Powder Coated, not anodized. The windows while being similar, each have a different part number from the supplier. We request your approval.

Approved.

Page 100/Section 7**Request:**

Please note that flush-look tempered windows come with standard tempered glass of 3/16 inch thickness. We request your approval.

Approved.

Page 101/Section 7**Request:**

The proposer's dash is made of non-reflective Grey composite material. We request your approval.

Approved.

Page 101/Section 7**Request:**

The proposer wishes to clarify that most of the loads are turned off after a programmable delay of 10 minutes to 40 minutes when the master run switch is at OFF (power shutdown or sleep mode). Hazard switch and auxiliary heater can be activated and will wake up the bus. It is recommended that customer equipment like farebox, GPS, radio, etc may be connected to the interrupted power feed and not remain functional in sleep mode. If required to be always powered, the current drawn shall be below 0.5A to avoid impact on battery life. Please note that it is difficult to determine the total electric load due to devices that require continuous energizing because even if we have all the equipment electric load information, the time settings are not known (10 to 40 minutes). It will be possible to do a test when all the equipment is installed on the bus.

Approved.

Page 103/Section 7**Request:**

The Proposer offers a wiper system that has a single control for both wipers as the wipers are operated by a single electric motor. We request your approval.

Approved.

Page 103/Section 7**Request:**

The Proposer offers windshield wipers that are operated by a single electric motor. The wiper system has a single control for both wipers. Both wipers park along the bottom edge of the single piece windshield. We request your approval.

Approved.

Page 107/Section 7**Request:**

The Proposer offers DOGA wet arm windshield wipers with an adjustable time delay feature. These are standard on all our buses. We request your approval.

Approved.

Page 107/Section 7

Request:

The Proposer offers a wiper system that has a single control for both wipers as the wipers are operated by a single electric motor via one linkage. We request your approval.

Approved.

Page 107/Section 7**Request:**

The Proposer's bus has a single piece windshield and has the wiper arms park along the bottom edge of the windshield. We request your approval.

Approved.

Page 107/Section 7**Request:**

The Proposer's bus has a single piece windshield. The wiper arms are operated by one electric motor via one linkage, hence, creating a synchronization between the arms and avoiding any potential interference. Therefore, the wiper system is not a complete unit configuration. We request your approval.

Approved.

Page 107/Section 7**Request:**

The Proposer's windshield wiper system has the nut of the wiper arm made of steel, meeting standard EN 20898-2 8 (ISO 898-2). The finish is a trivalent iridescent-zinc plated and passivated with a thickness of 5-8μ. We request your approval.

Approved.

Page 108/Section 7**Request:**

The proposer stores the safety reflective triangles in a storage area in the front dash panel. The ten (10) pound fire extinguisher is mounted on the curb side wheelhouse as there is sufficient space behind the driver seat. We request your approval.

Approved.

Page 108/Section 7**Request:**

The proposer is offering Lucerix road side and curb side rearview mirrors that meet the requirements in the RFP. Both mirrors are remotely adjusted and heated. The mirrors and their arms are integrated to the design of our bus. We request your approval.

Approved, but not preferred.

Page 109/Section 7**Request:**

The Proposer is offering an EMP 535 brushless air-cooled alternator. The alternator has an output of 300 amperes at 700 RPM (idle speed) and 535 amperes at maximum RPM. We request your approval.

Approved.

Page 111/Section 7**Request:**

The Proposer offers, as a multiplex system, the VBEA (Volvo Bus Electronic Architecture) network which is CANBUS compliant. This multiplex system is inherent and specifically engineered to our bus design. This System is globally used by Volvo Buses as well as Prevost We request your approval.

Approved.

Page 112/Section 7**Request:**

The Proposer wishes to clarify that the battery tray is a swing-out type which is sometimes considered the same as a pull-out type tray. The swing out type tray is easier to manipulate and is compliant in terms of properly supporting the batteries while they are being serviced.

Approved.

Page 112/Section 7**Request:**

The Proposer offers a rotary master battery switch. This is a proven design that has been installed on all of our buses without any failures. The rotary switch is also rated IP67 making it water and dust proof, unlike a knife style switch which is open to water and dust intrusion. The Proposer feels the rotary switch is a superior design to the knife style switch. We request your approval.

Approved.

Page 112/Section 7**Request:**

The Proposer's bus does not utilize a secondary master battery switch. The sole master battery switch is used to disconnect all electrical circuits; both the 24 V and the 12 V. The 12 V is generated through a DC/DC converter and as such only one master battery switch is required to disconnect all the electrical circuits. We request your approval.

Approved.

Page 113/Section 7**Request:**

The Proposer does not offer a Solargizer Battery Maintainer. The Proposer uses two 12 V batteries in series to generate 24 V current. Installing one Solargizer Battery Maintainer per battery may cause the batteries to become unbalanced. As well, the current generated by the Solargizer Battery Maintainer is too small to effectively recharge the batteries or maintain their charge. We request your approval.

Approved.

Page 114/Section 7**Request:**

Proposer requests approval to meet ASHRAE dust holding capacity or 100g per 1200CFM on a 24"x24" test panel.

Approved.

Page 89/Section 7**Request:**

The Proposer's multiplex system has a system check feature that needs manual activation and displays the output through the Actia menu in the speedometer located in the dash. Technicians can also run a diagnostic of the multiplex system with the use of a laptop. We request your approval.

Approved.

Page 57/Section 1.11**Request:**

The Proposer's bus differs from Figure 1 in the following areas -

Height: 126 inches instead of 122.8 inches

Seating Capacity: 31 for the perimeter seating layout being proposed instead of 34

Maximum distance front bumper to center of front tire: 118.6 inches instead of 96 inches

Break Over Angle: 10 degrees instead of 10.7 degrees

We request your approval.

Approved, but not preferred due to front overhang

Page 58/Section 1.14

Request:

The Proposer's diesel bus has an estimated curb weight of 29000 lbs. The curb weight exceeds the requested limit mainly due to the fact that the Proposer uses a stainless steel structure. The bus uses a stainless steel structure for reasons of structural integrity and superior corrosion resistance. We request your approval.

Approved.

Page 58/Section 1.22

Request:

As per Cummins maintenance instructions, 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 your approval.

Approved.

Page 59/Section 1.26

Request:

The Proposer wishes to clarify components installed on buses within the same group order are interchangeable if installed in the same location in the bus. The last 2 windows on each side are not interchangeable with the other windows. The rear 5 position bench has molded seats that have inserts of the same fabric as the rest of the seats but are not interchangeable with the other positions. We request your approval.

Approved.

Page 60/Section 1.27

Request:

The Proposer wishes to clarify that its buses are not tested at 5000ft of altitude. However, for the average conditions up to 7000ft, the engine supplier Cummins does not estimate any derate in performance. This means that the 280HP normal torque curve is applicable. As input to calculations, The Proposer has used the average temperature and pressure for 7000ft to represent realistic conditions for bus operation in line with Cummins Altitude Tuning Consideration. The Proposer has also used the extreme temperature of 115F at sea level.

Approved.

Page 62/Section 1.73

Request:

The Proposer's buses have Steel and Aluminum polyester powder coated panels with zinc phosphate pre-treatment as an equivalent to zinc-chromate and protective paint aluminum panels. Panels installed in areas subject to corrosion have coverage on both sides. We request your approval.

Approved.

Page 62/Section 1.73

Request:

The Proposer wishes to clarify that plywood laminated with Shamara and resin is used in the Driver's Area platform to provide the required rigidity for the driver's seat installation. The plywood is completely enclosed within the composite floor. We request your approval.

Approved.

Page 63/Section 1.73

Request:

Please note that the selection of nuts and bolts are based on the required amount of torque. Hence, some fasteners may have lower grade than 5. We request your approval

Approved.

Page 65/Section 2.20

Request:

Diesel Particulate Filter is supplied by Cummins. We request your approval

Approved.

Page 65/Section 2.20

Request:

The Proposer does not offer a control that when constantly depressed allows the bus to be moved. The Cummins engines (diesel, hybrid and CNG engines) use a de-rate mode to provide the operator time to move the vehicle to a safe location in case of problems. This de-rate mode also ensures that the engine will not be damaged by delaying shutdown. There is no button available for override, but the engine can be restarted. We request your approval.

Approved.

Page 66/Section 2.20

Request:

The Proposer offers the Delco 39MT Starter supplied by Cummins. We request your approval.

Approved.

Page 66/Section 2.20

Request:

The Proposer offers a Baldwin Probalyzer Plug Filter which is accessible through the rear engine compartment and meets the requirements in the RFP. We request your approval.

Approved.

Page 66/Section 2.21

Request:

The proposer requests approval for its Titan valves OD1014

Approved.

Page 66/Section 2.21

Request:

The Proposer wishes to clarify that this information is available through the ACTIA Electronic Master Gauge located on the engine control box as well as on the driver's dash. We request your approval.

Please refer to attachment ACTIA Master Gauge

Approved.

Page 66/Section 2.21

Request:

The Proposer's bus has a radiator cap that is spring loaded, pressurized, not hinged. As the radiator is roof mounted, the coolant filler is located in the engine compartment and is a quick connect Eaton type. The filler is a quick connect Eaton B3K21 and is not hinged to the filler neck. We request your approval.

BTD

Page 67/Section 2.21

Request:

All fuel lines conform to the engine manufacturer's requirements. Flexible lines for the engine are Aeroquip 2807 PTFE hoses reinforced with single wire braid steel, conforming to SAE rating 100R14A, flexible lines for auxiliary

heater are Parker nylon lines PFT-6B and PFT-8B orange reinforced with fibrous reinforcement, conforming to SAE J844 Type S as specified in SAE J1131 and meeting DOT FMVSS106 and protected by fire retardant loom. We request your approval

Approved.

Page 67/Section 2.21

Request:

Hydraulic lines are Aeroquip FC-300 (return) and FC-510 (supply). The hydraulic hose from the pump to the reservoir is a Parker E-Z Form MP Hose Series 7219. We request your approval

Approved.

Page 67/Section 2.30

Request:

The proposed ZF 6AP1400B transmission has an oil cooler that can be cleaned but cannot be rebuilt; if leakage is found, they must be replaced. We request your approval.

Approved.

Page 68/Section 2.30

Request:

The Proposer's bus has a dedicated transmission port available only in the operator's area. We request your approval.

Approved.

Page 69/Section 2.61

Request:

The Proposer does not offer a cooling system with supplemental additives such as Pencool 2790-N3. If required, we can provide a water filter without supplemental additives, as depending on the type of refrigerant used supplemental additives may lead to overdosing of the refrigerant and damage to the system. We request your approval.

Approved.

Page 69/Section 2.63

Request:

All fuel lines conform to the engine manufacturer's requirements. Flexible lines for the engine are Aeroquip 2807 PTFE hoses reinforced with single wire braid steel, conforming to SAE rating 100R14A, flexible lines for auxiliary heater are Parker nylon lines PFT-6B and PFT-8B orange reinforced with fibrous reinforcement, conforming to SAE J844 Type S as specified in SAE J1131 and meeting DOT FMVSS106 and protected by fire retardant loom. We request your approval.

Approved.

Page 69/Section 2.70

Request:

The Proposer does not offer a cooling system with supplemental additives such as Pencool 2790-N3. If required, we can provide a water filter without supplemental additives, as depending on the type of refrigerant used supplemental additives may lead to overdosing of the refrigerant and damage to the system. We request your approval.

Approved.

Page 69/Section 2.70

Request:

Proposer requests approval to provide a water filter without supplemental additives such as the Nalcool Need Release system, as depending on the type of refrigerant used it may lead to overdosing of the refrigerant and damage to the system

Approved.

Page 70/Section 2.71

Request:

The Proposer wishes to clarify that a sight glass is provided on the surge tank. The surge tank and cooling system is roof mounted; therefore, coolant level information is available in the ACTIA Master Gauge which is located on the engine control box in the engine compartment.

Approved.

Page 72/Section 3.22

Request:

The Proposer offers a kneeling operation that is controlled by a timing function of the multiplex system. It is adjustable with a PC from inside the bus. We request your approval.

Approved.

Page 74/Section 3.52

Request:

The Proposer requests the sentence to read as follows: The entire service brake system, excluding friction material, shall have an overhaul or replacement life of at least 30,000 miles when running on the design operating profile with the transmission retarder activated. This meets the Standard Bus Procurement Guidelines requirements. We request your approval.

Approved.

Page 74/Section 3.52

Request:

The Proposer wishes to clarify that ZF cannot guarantee life expectation for brake linings because it will vary from load cycle to load cycle, driver's driving style, and how often retarder is disabled by the operator.

Approved.

Page 74/Section 3.54

Request:

The Proposer's bus has fuel lines that are black. We request your approval.

Approved.

Page 74/Section 3.54

Request:

The Proposer's bus has flexible hoses that are supported to prevent touching sharp edges or other hazardous components but they touch one another. However, the flexible hoses touch each other in an area of the bus where there is no relative movement between them and as such, wear is minimized. We request your approval.

Approved.

Page 74/Section 3.54

Request:

The Proposer's air system has air lines routed to minimize water traps but where air lines cannot be sloped, air pressure is used to exhaust any water from the line. We request your approval.

Approved.

Page 74/Section 3.54

Request:

The Proposer uses sheathing over the air lines to protect them from the environment. This is standard on all our buses and has proven to be effective in protecting the air lines. We request your approval.

Approved.

Page 74/Section 3.54**Request:**

The Proposer uses cable ties instead of grommets where the air lines pass through understructure components. We request your approval.

Approved.

Page 75/Section 3.54**Request:**

The Proposer's drain valves are manually operated and are mounted remotely. The level of the manual drain valves is over the bottom level of the reservoir tanks. However, the air pressure pushes any water out through the piping thus eliminating any water traps. We request your approval.

Approved.

Page 75/Section 3.54**Request:**

The Proposer's air system has the safety valve on the ping tank set at 175 psi and the air dryer has integrated safety valves set at 160 psi in order not to get activated by the regular pressure oscillations coming from the compressor. We request your approval.

Approved.

Page 75/Section 3.54**Request:**

The Proposer's air system does not use Tee fittings for pressure measurements. The air system monitors the air pressure of the primary and secondary air reservoirs through pressure gauges mounted on the driver's dashboard. We request your approval.

Approved.

Page 75/Section 3.56**Request:**

The Proposer's ABS system uses a sensor and modulator at each wheel thus allowing for independent wheel control. We request your approval.

Approved.

Page 76/Section 7**Request:**

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 Firestop Caulking is used to seal the passageways of all piping going through the firewall and the resin impregnated wood blocks in the upper section where the coolant lines and electrical harness pass from the engine compartment to the baselight. Bulkhead connectors and fittings are not used.

For more information please refer to attachment Engine Compartment Insulation.

We request your approval

Approved.

Page 78/Section 4.40**Request:**

The Proposer's stainless steel structure is constructed differently to what is specified in the RFP but that nonetheless meets the crash worthiness requirements. We request your approval.

Approved.

Page 78/Section 4.40

Request:

The Proposer's buses are designed to be towed by a wrecker with the appropriate stinger towing attachments, not with a tow bar. Flat towing from the front of the bus is allowed. We request your approval.

Approved.

Page 78/Section 4.45

Request:

Proposer wishes to clarify that its structure is made of stainless steel. Specific locations on the structure are covered with grey epoxy primer coat or with the undercoating layer.

We request your approval

Approved.

Page 79/Section 4.50

Request:

The Proposer wishes to clarify that condenser valves are used in lieu of a wet tank. The towing provisions are mounted between the pin tank and the condenser valves in the pneumatic system.

Approved.

Page 79/Section 4.50

Request:

Proposer's towing connector is Pollak is 11-720 (7 –pin)

We request your approval

Approved.

Page 79/Section 4.50

Request:

The Proposer recommends to lift from the front in order to move an immobile bus. The Proposer does not recommend, at any time, rear-end lifting of any of its vehicles. In the case of an emergency and as long as, the proper locations on the bus are used (as proposed by The Proposer), rear towing may be acceptable. For example, pulling an immobile bus from the rear to remove it from a roadside ditch. We request your approval.

Approved.

Page 80/Section 4.71

Request:

Thickness of tapping plate follows our internal design guidelines, but not a standard nut thickness. We request your approval

Approved.

Page 81/Section 4.75

Request:

The Proposer's bus has a rear step with a non-metallic nosing that is integrated into the step covering. The LED lights are to the side of the step; one per side. We request your approval.

Approved.

Page 88/Section 5.01

Request:

The Proposer wishes to clarify that although the interior surfaces have a low glare finish, they may not necessarily follow the requirement as we do not test our panels in this manner.

Approved.

Page 93/Section 5.66

Request:

The Proposer's bus does not have an adjustment for the air pressure applied to the rear axle when the interlock is applied. The correct pressure is factory set and is not meant to be adjusted. We request your approval.

Approved.

Page 95/Section 6.04

Request:

The Proposer wishes to clarify that a summary report of the testing is available. This is the documentation supplied by the seat manufacturer.

Approved.

Page 102/Section 8.11

Request:

The Proposer offers a Standard heavy-duty Instruments and Alarm Configuration. The Proposer's controls are a combination of toggle, rocker and push/pull switches. We request your approval. For more information, please refer to attachment Driver's controls and instrumentation

Approved.

Page 103/Section 8.12

Request:

The proposer requests approval to locate this switch on the Operator's side console instead of the sidewall

Approved.

Page 103/Section 8.12

Request:

The proposer speedometer indicates a maximum speed of 75 mph with increments of 5 mph. We kindly request your approval.

Approved.

Page 106/Section 8.30

Request:

The Proposer offers a seat belt alarm sensor that sets off an alarm in the driver's area that is part of the Multiplex alarm system. We request your approval.

Approved.

Page 110/Section 9.10

Request:

Proposer's main wire harnesses are located in the passenger area (baselights) and are taped at 50% to hold the bundle together while maintaining extra flexibility. No other double insulation is used at this location. Double insulation is used in exposed areas of the vehicle; we use slit convoluted loom only on harnesses and battery cables in the engine compartment and under floor (exposed areas). We request your approval.

Approved.

Page 111/Section 9.10

Request:

The proposer would like to clarify that dielectric grease is used on lug terminals only in exposed areas. We request your approval

Approved.

Page 112/Section 9.30

Request:

NovaBus want to clarify that the VBEA provides a maximum of 16A per output for 2 outputs on its IOB module. The remaining pins have a capacity of 10A or less depending on the module.

We request your approval

Approved.

Page 112/Section 9.30

Request:

Each data link consists of two 0.75 mm² wires per link. These two wires are twisted together to prevent communication disruptions. We request your approval

Approved.

Page 113/Section 10.01

Request:

The Proposer offers a roof mounted Thermo-King HVAC unit with a brushless screw compressor. The HVAC is roof mounted to allow the radiator to be installed on the rear part of the roof, which benefits cooling efficiency.

Mounting the HVAC unit on the roof better distributes the weight between rear and front axles. The roof mounted HVAC also frees up space above the engine, allowing the installation of a full rear window if required. We request your approval.

Approved.

Page 113/Section 10.01

Request:

The Proposer includes an HVAC display to indicate the suction and discharge pressures. Gauges on the HVAC unit are not offered. We request your approval.

Approved.

Page 113/Section 10.01

Request:

The Proposer wishes to clarify that service valves are used instead of self-sealing couplings.

Approved.

Page 82&108/Section 4.88 & 8.61

Request:

The Proposer understands that this contract will not require a pilot bus. Please confirm if our understanding is correct.

Will require a pilot bus.

Page 39/Section 3,9

Request:

The timely performance of the work by the Contractor is of utmost importance to ensure successful completion of the deliveries stipulated in the Contract. Nonetheless, an unlimited liability obligation creates a severe restriction on our ability to disclose financial provision in accordance with Securities Exchange requirements. Hence, 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 2% of the value of the bus price and respectfully requests to revise the amount for liquidated damages to \$200/business day

Liquidated damages will be lowered to \$100/business day.

REI Requests for Pre-Offer Change or Approved Equal:

Question #1:

Page 2

Request: This link no longer works is there a new link to use?

The Texas Statewide Dealer List is available at

http://www.txdot.gov/txdot_library/publications/business/motor_vehicle/dealer_lists.htm.

Please use the FTA TVM list

<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/eligible-transit-vehicle-manufacturers>

Question #2:

Request:

Is it possible to bid on only the items listed on page 118, item 11.80 Onboarding Tracking System and Surveillance Cameras?

BTD will only be awarding to one contractor.

Question #3

Request:

If a form is not pertinent to our business, will it be acceptable to note Not Applicable on the form?

Approved.

Question #4

Request:

What is the length of the contract?

This is a one-time order only.

Creative Bus Sales Requests for Pre-Offer Change or Approved Equal:

Page 5/Tab 9

Approval requested for our standard Reference List which offers a listing of our larger contracts that have recently been delivered in lieu of all deliveries over the past three years. To ask for a complete history would put an undue burden upon the Manufacturer.

The larger contracts are acceptable as long as they have taken place within the last 3 years.

Page 5/Tab 11

Approval requested for this section to require the Federal Transit Administration TVM Goal Concurrence letter as provided to the manufacturer; not the documentation sent to FTA. If the letter has not been issued due to FTA not approving/disapproving a goal, approval requested for a copy of the FTA website TVM page showing manufacturer is in good standing will suffice.

Approved.

Page 39/Section 3.9

Request:

Approval requested that the delay in delivery damages amount be limited to \$100/ per bus/per day of delay. This is the industry standard for liquidated damages.

Approved.

Page 40/Section 3.10**Request:**

Approval requested for this requirement to be deleted in its entirety. The contractor will make all good faith efforts to meet the BTM specification requirements. Any variance would be discussed and agreed upon with BTM through the Modifications to Contract, Section 3.5, prior to final vehicle acceptance.

Approved.

Page 40/Section 3.11**Request:**

Clarification provided that on occasion, additional time is required to engineer a proper repair or replace a long lead time component. In those situations, an action plan will be developed with the BTM to assure repairs will be made as expeditiously as possible. Clarification provided that frequent, high usage, and fast-moving parts will be stocked and readily available.

Approved.

Page 41/Section 3.12**Request:**

Approval requested that payment be made to the contractor within 30 days of vehicle acceptance. We ask that any reference to receipt of funds from the funding agency be deleted from this specification. This requirement would place an undue hardship on the dealer and/or manufacturer if funding agencies are unable to release fund to BTM.

Not Approved.

Page 53/Section 6.1**Request:**

Per BTM request please see attachment AE7 Extended Warranty Exclusions.

Approved.

Page 53/Section 6.1**Request:**

Approval requested for subsystem warranties to be a minimum of two years or 50,000 miles, whichever comes first. This is our standard subsystem warranty.

Approved.

Page 54/Section 6.7**Request:**

Approval requested to delegate warranty claims responsibility for the following components whereas these suppliers only allow for warranty claims to be submitted directly to their respective authorized dealer or distributor:

1. Cummins Engine
2. Allison Transmission
3. Thermo King HVAC
4. Meritor Axles

ElDorado National will be responsible for all warranty restitution on the balance of the bus.

Approved.

Page 55/Section 6.9**Request:**

Approval requested for revision of the requirement for work to begin within ten (10) working days to include the caveat that ENC will work with BTM to either begin the work or provide a developed plan to begin/complete work when additional time is required to engineer a proper repair or replace a long lead time component. Clarification provided that frequent, high usage, and fast-moving parts will be stocked and readily available.

Approved.

Page 55/Section 6.9**Request:**

Approval requested for the revision of the requirement to include the caveat that parts will be provided within ten (10) working days or less after receipt of request if the part is in stock and readily available or as is applicable to component lead-time. Clarification provided that frequent, high usage, and fast-moving parts will be stocked and readily available.

Approved.

Page 63/Section 1.73**Request:**

Approval requested for a vehicle where all welded butt joints are protected using Akzo Nobel corrosion resistant epoxy primer/sealer #LV360 and sealed with Sikaflex 211 which is a multipurpose, polyurethane adhesive sealant, curing to a permanently elastic protective seal along the edges.

Approved.

Page 66/Section 2.20**Request:**

Approval requested for Titan Labs probalyzer oil sampler 1/8" mini brass plug OD1014 in lieu of QSS oil sample valve. The Titan oil sampler is built to outlast the vehicle and equipment and allows samples to be drawn in 20-30 seconds while vehicle is in operation.

Approved.

Page 66/Section 2.21**Request:**

Approval requested for a Femco Compact oil drain plug in lieu of YM International drain valve. The Compact Drain has a low profile which only extends 12 millimeters from the sump/oil pan. This makes it especially suitable for vehicles with a low ground clearance. Please reference attachment AE14 for Femco compact drain plug brochure.

Approved.

Page 66/Section 2.21**Request:**

Approval requested for a non-hinged positive lock type radiator filler cap mounted on the surge tank which is integral with the engine coolant recovery tank system that utilizes a screw-on cap for checking the engine coolant level. Please note that the proposed engine coolant recovery system meets Cummins recommended design for EPA 2017 and beyond.

Approved.

Page 66/Section 2.21**Request:**

Clarification provided that the coolant hoses are color coded red for supply and blue for return but not tagged for fluid identification.

Approved.

Page 67/Section 2.21**Request:**

Approval requested for steel braided Parker 201 hose with 3-piece end fittings in lieu of stainless-steel tube hard line and Aeroquip premium FC350 hose. Please reference attachment AE17-18 for Parker 201 and 206 hoses brochure.

Approved.

Page 67/Section 2.21**Request:**

Approval requested for Parker 471ST High Impulse hose in lieu of Aeroquip #444 hydraulic pump output hose. Please reference attachment AE19 for Parker 471ST hose brochure.

Approved.

Page 67/Section 2.30**Request:**

Approval requested for Allison Transynd in lieu of Mobil Delvac Synthetic ATF.

Approved.

Page 68/Section 2.60**Request:**

Approval requested for Parker brand hoses for air, fuel and oil lines in lieu of all requested Aeroquip hoses.

Approved.

Page 69/Section 2.61**Request:**

Approval requested for FLEET CHARGE® 50/50 Pre-Diluted Fully Formulated Coolant/Antifreeze in lieu of Pencoool 2790-N3. Please refer to attachment AE22 for Fleet Charge 50/50 spec sheet.

Approved.

Page 69/Section 2.70**Request:**

Clarification provided by Modine that the radiator designed for ENC units has 5 rows of tubes and not 4 rows of tubes. It is an aluminum core with brazed tube/header joints and 10 FPI square wave fin design. The tanks and filler neck are made of glass reinforced nylon material. Modine CAC is all aluminum core and tanks. Per Modine the four (4) row radiator will be released to the industry at a later date and is not available.

Approved.

Page 70/Section 2.71**Request:**

Approval requested for a screw-on type cap for checking the engine coolant level which is integral with the engine coolant recovery tank system. The proposed design meets Cummins' recommended design requirements for EPA 2017 and beyond

Approved.

Page 71/Section 2.80**Request:**

Approval requested for a fuel tank constructed from 304 stainless steel which is a higher premium quality steel providing more corrosion protection. This tank will not be coated since it is corrosion resistant.

Approved.

Page 71/Section 2.80**Request:**

Clarification provided that to access and replace fuel sending unit could take up to 30 minutes dependent upon experience.

Approved.

Page 71/Section 3.20

Request:

Approval requested for the 40' unit to have a rear air ride suspension that provides the ultimate in ride quality and roll stability. The design is a trailing arm taper leaf suspension. It provides (4) rear and (2) front rolling lobe air springs and two (2) zero control height valves. The air springs are internally equipped with jounce rubber stops. This is a critical build issue which cannot be modified.

Approved.

Page 72/Section 3.23

Request:

Approval requested for springs that are dampened by two (2) front and four (4) rear hydraulic suspension valve ZF shock absorbers.

Approved.

Page 73/Section 3.43

Request:

Approval requested to supply a Douglas brand steering column with the required tilt and telescopic features. This is the only steering column engineered into our low-floor buses. This is a critical supplier issue, which cannot be modified.

Approved.

Page 74/Section 3.54

Request:

Approval requested for a Parker 919-12 compressor discharge line that is stainless steel braided with a Teflon interior. Please reference attachment AE30 for the Parker hose 919-12 brochure.

Approved.

Page 75/Section 3.54

Request:

Approval requested for our standard air tank design where the wet tank is stored within the engine compartment and the auxiliary tanks are stored above the rear engine deck. These locations remove the air tanks from the elements; therefore, we have not experienced a high level of moisture with other providers who operate our vehicles. Please accept our standard design that has an automatic drain valve on the wet tank only.

Approved.

Page 75/Section 3.54

Request:

Approval requested to supply the standard Cummins Wabco 30.4 CFM dual cylinder air compressing system. This is the standard air compressing system allowed by Cummins for transit/shuttle buses.

Approved.

Page 76/Section 4.10

Request:

Approval requested for a vehicle that provides an integrated body structurally fabricated using Grade C, ASTM500 high-strength carbon steel. Rectangular tubing, plate and formed sheet steel is welded into a monocoque type space frame. The body frame as proposed has been third-party tested and meets or exceeds the rollover requirement of FMVSS 220 and crashworthiness of FMVSS 214. We incorporate a state-of-the-art corrosion

protection system on all steel structural members of the bus. The inside of all structural tubing is airlessly sprayed with Z Guard-9902S thixotropic, rust-inhibiting undercoating/ sealant for internal corrosion protection. The steel cage structure and all related metals parts are welded into a complete frame assembly. This assembly is moved into a blast booth where it is blasted entirely with 40/50 mix of steel grit medial. This gives all steel parts a 1-mil physical profile for paint adhesion. After blasting the cage it is moved to a cross-flow paint booth. The cage is prepared and primed using Akzo Nobel corrosion inhibitive 2-component high solids epoxy primer/sealer #LV360EP with 2.1 low VOC. In critical corrosive areas (e.g., undercarriage, wheel houses, etc.) SikaGard-6682 coating is applied. SikaGard-6682 is a water-based sound deadening and anti-chip coating which has been ASTM tested to 2000 hours of salt spray. The protected cage is then baked at 140° for 20 minutes to ensure proper curing. All welded butt joints sealed with Sikaflex 211 a multipurpose polyurethane adhesive sealant curing to a permanently elastic protective seal along the edges. Please reference attachment AE33 for Construction and Corrosion process description.

The body structure as specified is proprietary to one manufacturer and would render this a sole source procurement.

Approved.

Page 76/Section 4.10

Request:

Approval requested for SikaGard-6682 heavy-duty undercoating that is applied to the underside of the chassis and all under-floor areas (critical corrosive areas, e.g., undercarriage, wheelhouses, etc.). SikaGard-6682 is a water-based sound deadening and anti-chip coating. It is used to dampen structure borne sound emitted by metal or hard plastic sheets and provides an anti-stone chip coating to vulnerable parts of the vehicle. Please reference attachment AE34 for the SikaGard 6682 brochure.

Approved.

Page 78- 4.40

Request:

Approval requested where the under-floor framework consists of a lattice structure of MIG welded, rectangular steel tubing. Left and right longitudinal beams are triangulated trusses connected by multiple cross members and utilizing multiple outriggers to assist in accommodating the body. Wheelhouses are formed and fabricated using 12-gauge stainless steel. The housings are installed between the understructure and the marine grade plywood sub-floor.

Approved.

Page 78- 4.40

Request:

Approval requested for a vehicle with a fully welded structure – floor, sidewalls and roof. This robust structure does not require the addition of a side impact crash barrier to meet the standards set forth in the Federal Register, Volume 47, No. 195, Section 2.1.2.10 as it is integrally welded, from floor to bottom of window frame, steel crash barrier which follows the contour of the bus as standard. As proposed, our 40' units have successfully passed all crashworthiness testing. In addition, we are the only manufacturer whose sidewall has been tested and passed FMVSS 214. Please note that this requirement is specific to one manufacturer and would render this procurement sole source.

Approved.

Page 78- 4.40

Request:

Approval requested where the under floor framework consists of a lattice structure of MIG welded, rectangular steel tubing. Left and right longitudinal beams are triangulated trusses connected by multiple cross members and utilizing multiple outriggers to assist in accommodating the body. Doorways are formed and weld fabricated, using 11-gauge stainless steel in a single step design.

Approved.

Page 78/Section 4.44

Request:

Please reference approval request # 33

Approved.

Page 78/Section 4.44

Request:

Please reference approval request # 33

Approved.

Page 80/Section 4.73

Request:

Approval requested for Sikaflex-211 (gray) multi-purpose, general sealant in lieu of red oxide primer. Sikaflex -211 is an elastomeric sealant that when cured, provides for a tough, durable, flexible seal with excellent weatherability. Additionally, all joints, seams, etc. on the underside of the bus are sealed with Rain Buster 900, a polycarbamate sealant/adhesive which, is paintable and remains permanently flexible while withstanding extreme joint movement.

Approved.

Page 80/Section 4.73

Request:

Approval requested for ACQ treated ¾" 7-ply XL Bus Panel preservative treated wood panels on both the lower and upper decks. The panels are manufactured and warranted against fungal decay/rot, termites and other wood-eating insects. All edges are sealed and undercoated prior to installation with sealant caulking and fastened with corrosion resistant Floor-Tight brand huck fasteners.

Approved.

Page 80/Section 4.73

Request:

Approval requested for Sikaflex-211 (gray) multi-purpose, general sealant, elastomeric sealant that when cured, provides for a tough, durable, flexible seal with excellent weatherability. Additionally, all joints, seams, etc. on the underside of the bus are sealed with Rain Buster 900, a polycarbamate sealant/adhesive which, is paintable and remains permanently flexible while withstanding extreme joint movement.

Approved.

Page 81/Section 4.75

Request:

Approval requested to supply a ceiling mounted interior step lamp at the rear interior step. This design is more durable as it is not subject to damage from passenger damage.

Approved.

Page 82/Section 4.84

Request:

Approval requested for the roof, upper sidewalls and removable skirts to be fabricated from reinforced fiberglass composite with a minimum thickness of .150". The benefits of composite skins include being 100% non-corrosive, less heat retention and transfer to the interior of the vehicle which assists HVAC performance, lighter weight along with being easier and less costly to repair. Please reference attachment AE44 for Composite Skins information.

Approved.

Page 84/Section 4.76

Request:

Approval requested for a vehicle that provides an integrated body structurally fabricated using Grade C, ASTM500 high-strength carbon steel, this includes the wheel wells.

Approved.

Page 85/Section 4.100**Request:**

Approval for latch handles to be surface mounted in lieu of flush or recessed mounting. Please note that surface mounting of the latch handles provides for a much more adequate grip for opening compartment doors and especially for the larger compartment doors such as the engine and attic compartment doors.

Approved.

Page 85/Section 4.100**Request:**

Approval requested for our standard radiator and side engine doors which are hinged at the leading edge and held closed by a positive locking flush mounted sliding latch. Clarification provided that Engine and upper access door in rear cap will have shocks.

Approved.

Page 86/Section 4.133**Request:**

Approval requested for clearance marker and ID lights to be surface mounted with armored guards. Our design minimizes the light opening size thus limiting moisture intrusion potential.

Approved.

Page 88/Section 5.06**Request:**

ENC will provide our standard transit platinum gray melamine sidewalls between the window posts which match the balance of the sidewalls and ceiling.

Approved.

Page 89/Section 5.13**Request:**

Clarification provided that our floor does not extend to the sidewalls in the driver's area due to the driver side console which runs all the way down to the floor level. Please reference attached picture AE50.

Approved.

Page 91/Section 5.30**Request:**

Approval requested for our standard doorway and interior step lighting that is 2" round LED and housed in the ceiling illuminating the area. The light provides adequate lighting and eliminates the issues associated with integrated lighting such as, dirt accumulation, snagging the light, etc.

Approved.

Page 91/Section 5.50**Request:**

Approval requested for interior electrical, booster blower motor and rear door compartment panel access doors that are built into the A/C Duct and held in place by (3) quarter turn screws and opens downward. Top mounted hinges on these doors would not allow for full aperture and hinder serviceability. Please reference attachment AE52 for information on all interior access doors.

Approved.

Page 92/Section 5.61**Request:**

Approval requested to provide Vapor International rear door that provides a 56" frame, dual panel, slide glide door design. Also please note Section 5.69 mentions use of slide glide door for rear door. Please reference attachment AE53 for Axxess 40' proposed floorplan.

Approved.

Page 93/Section 5.68**Request:**

Approval requested to provide Vapor International rear door that provides a 56" frame, dual panel, slide glide door design. Clarification provided that this rear door operating mechanism is mechanical lock/ air operated.

Approved.

Page 100/Section 7.20**Request:**

Approval requested for the rear "transition" windows and side sign window to be fixed and non-openable. This type of window is not available in an egress configuration.

Approved.

Page 102/Section 8.12**Request:**

Clarification provided that in the "off" position all systems will function until bus goes to "sleep" (Power conserving mode). If Hazard switch is on bus will not go to sleep.

Approved.

Page 102/Section 8.12**Request:**

Clarification provided that driver heater control is in the front instrument panel.

Approved.

Page 103/Section 8.13**Request:**

Approval requested for panel light dimmer to be in the left side control panel.

Approved.

Page 104/Section 8.15**Request:**

Clarification provided that a Low Hydraulic Fluid light will be provided. Note: power steering is the only hydraulic item on the vehicle.

Approved.

Page 104/Section 8.15**Request:**

Clarification provided that the Low oil, Engine and Hot Engine functions are tied together and indicated on dash mounted check engine light. This is the current Cummins engine sensor output.

Approved.

Page 108/Section 8.53**Request:**

Approval requested for the latest generation, cantilevered sunscreen provided by Auto Motion Shade, Model FXL-620. Please reference attachment AE61 for Sun Shade FXL-620 drawing.

Approved.

Page 108/Section 8.54

Request:

Clarification provided that the required electrical cabinet will be mounted on the street side wheel well behind the driver and its bottom compartment can be used for driver storage. In addition to the driver's storage compartment in the communications tower, an additional storage compartment is located above the driver's seat. Please reference the two last pages of attachment AE52 for pictures of both compartments.

Approved.

Page 108/Section 8.61

Request:

Approval requested to provide SafeFleet (Hadley) exterior mirrors that are fully adjustable 15" x 8" overall, two (2) part mirrors. The upper section utilizes an 8-1/2" section of flat glass. The lower section is 5-1/2" convex adjustable diminishing glass. The mirrors provide a heated and remote-controlled feature, are installed with quick mount disconnects, and are supported by rigid adjustable black powder coated arms.

Approved, but not preferred.

Page 109/Section 8.62

Request:

Approval requested for a driver's passenger viewing convex, fully adjustable rearview mirror which is 8" x 15" and provided by Lucerix.

Approved.

Page 109/Section 9.01

Request:

Clarification provided that redundant grounds are not required/practical on fiberglass exterior skinned body, we use a single point ground system to lower noise of modern electronics.

Approved.

Page 112/Section 9.40

Request:

Approval requested for the battery terminals and cable to be color-coded with brown for primary positive, black for negative and red for intermediate voltage cables.

Approved.

Page 112/Section 9.41

Request:

Approval requested for our standard environmentally sealed marine switch in lieu of the "knife" type switch. The proposed switch is superior and eliminates corrosion issues that occur with knife switches. This is a critical build issue which cannot be changed.

Approved.

Page 113/Section 10.01

Request:

Approval requested to provide a heavy-duty Thermo King, Athenia AMII Rooftop mounted HVAC system. This system has a heating system rating of 100,000BTU. The air conditioning component of the Athenia is rated at 113,000 BTU when utilizing R407C refrigerant. The HVAC system incorporates a Thermo King, model S391 screw-type refrigerant compressor. The electronic climate control system is the Thermo King - Intelligaire III. Roof-mounted HVAC systems

are standard on the Axess; this is a critical design element which cannot be modified. Also note that the Thermo King roof mounted HVAC system has a significantly higher BTU and airflow rating versus the rear mount HVAC system as specified. This equates to a superior HVAC performance value in hot climates. Please note that durable gauges displayed thru the rear HVAC door are not provided as this is a roof-top system. Clarification provided that the pressure information desired can be accessed through the Intelligaire III display panel, or through a CAN Diagnostic software which is an upgrade from electronic gauges. Furthermore, Thermo King doesn't provide mechanical gauges because they provide a potential leak point in the system. Please reference attachments AE68A and AE68B for Athenia AMII and S391 Screw Compressor brochures.

Approved.

Page 113/Section 10.01

Request:

Clarification provided by Thermo King that they do not offer shut off valves at the receiver tank.

Approved.

Page 115/Section 11.20

Request:

ENC provides an Electronics cabinet that is fabricated from 16-gauge powder coated steel. The cabinet measures 22.5 inches deep by 63 inches high by 36 inches wide and has four (4) lockable compartments. Three (3) of these compartments can be outfitted with slide-out trays that can be locked in the open and closed positions. The compartment that cannot be outfitted with a slide-out tray is utilized for housing the I/O Controls Dinex G4 Main Bus Controller and certain of the Dinex control modules and other elements of the multiplexed electrical system. Please reference attachment AE70 for detailed drawing of the proposed electronics tower.

Approved.

Page 115/Section 11.10

Request:

Clarification provided that the requested Motorola XPR 5580 radio is not available. Please provide details on which options you would like priced in lieu of the XPR 5580.

Approved, XPR5580e is offered on buses now.

Page 120/Section 11.90

Request:

Clarification requested on what is BTD's definition of the specified Route Book Holder. Your response will allow proper costing of the bus proposal.

Delete required route book holder.

DEVIATIONS:

Page 5/Tab 15

Request:

Creative Bus and ENC respectfully request the deletion of the requirement to submit rear impact collisions test results. Rear impact testing is not a criterion for FMVSS crashworthiness and therefore is not available and a deviation is being requested. The side impact test report will be provided.

Approved.

Page 51/Section 5.2

Request:

ENC will perform its water test on a completely built unit after road testing on city streets and following twenty circuits through our on-site simulated Altoona test track cells. In addition, after the water test the bus will be removed from the water test booth and driven in the back lot on the property making a total of six (6) 360 degree turns (3 to the left and 3 to the right) with sudden

stops after each series of turns and rechecked for leaks after each stop. Any leaks found will be corrected during final finish process with the water test being repeated, if necessary, until no leaks are observed.

Approved.

Page 53/Section 6.2

Request:

Creative Bus and ENC respectfully request the deletion of this requirement in its entirety. ElDorado National (California) cannot arbitrarily extend warranty coverage terms for our component suppliers and therefore request a deviation. This is a critical supplier issue which cannot be modified

Approved.

Page 56/Section 6.10

Request:

Clarification provided that ENC does not have the authority to extend the warranty of components for OEM vendors and therefore request a deviation.

Approved.

Page 57 - 1.11

Request:

ENC will provide a 40' vehicle whose height with roof mounted A/C is 126".

Approved.

Page 57 - 1.11

Request:

ENC will provide a 40' vehicle whose front step height is 13.63' unknéeled.

Approved.

Page 57 - 1.11

Request:

ENC will provide a 40' vehicle with a departure angle of 8.7 degrees.

Approved.

Page 57 - 1.11

Request:

ENC will provide a 40' vehicle with a break over angle of 9 degrees

Approved.

Page 57 - 1.11

Request:

ENC will provide a 40' vehicle with a ground clearance of 6.38"

Approved.

Page 57 - 1.11

Request:

ENC will provide a 40' vehicle with a ground clearance of 10"

Approved.

Page 57 - 1.11

Request:

ENC will provide a rear axle GVWR of 43,380 when utilizing aluminum wheels. This vehicle weight rating allows superior passenger carrying capacity.

Approved.

Page 58 – 1.13**Request:**

ENC will provide a 40' vehicle with headroom above the aisle and at the centerline of the aisle seats of 95 1/8" which tapers in the rear portion of the bus to 72 7/8" at the forward edge of the rear bench seat. At the centerline of the window seats, headroom of 62 7/8" and headroom at the back of the rear bench seat of 53 7/8".

Approved.

Page 58 – 1.14**Request:**

ENC will provide a 40' diesel bus with curb weight of 29,200 lbs.

Approved.

Page 60 - 1.31**Request:**

ENC will provide a vehicle where a driver experiences a noise level of 77 dBA.

Approved.

Page 64 – 2.12**Request:**

ENC will provide a vehicle that maintains a speed of 38.1 mph on a 2-1/2 percent grade and 4.8 mph on 16 percent grade.

Approved.

Page 72—3.30**Request:**

ENC will provide aluminum disc type 22.5" x 8.25" wheel size with 10 pattern 335 mm bolt circle.

Approved.

Page 72—3.30**Request:**

ENC will provide Michelin X-INCITY 305/70R22.5 size tires. These lower profile tires allow a lower floor design, aiding in boarding wheelchair bound passengers.

Approved.

Page 73 –3.31**Request:**

ENC will provide a 70R22.5 tire in lieu of the requested 12R22.5 tire. The 12R tire is exclusive to one manufacturer and therefore would render this a sole source procurement. This is a critical build issue, which cannot be modified.

Approved.

Page 74—3.54**Request:**

ENC will provide underfloor lines that are protected with scuff material where they run through our floor structure and are clamped every 18" in order to prevent sag and snag potential. Clarification provided that our lines are not protected via an environmentally sealed cover plate for ease of service access.



Approved.

Page 86—4.100

Request:

ENC will provide a battery compartment that contains circuit breakers and the rotary Master Battery Disconnect Switch.



Approved.

Page 88—5.01

Request:

ENC will provide our standard transit grade melamine interior in lieu of this passage in its entirety. Please see attachment D21 for interior panels data sheet.

Approved.

Page 89 –5.07

Request:

ENC will provide a unit where the dash is formed from fiberglass composite not formed metal.

Approved.

Page 103—8.13

Request:

ENC will provide a DOGA brand electronically controlled variable speed windshield wipers that are non-synchronized. The system provides a variable speed windshield wiper per side with a single control, rotary switch on the left-wing panel. This is a critical design element, which cannot be modified.

Approved.

Page 118—11.50

Request:

ENC will provide an automatic test system (ATS) integral to the multiplexing, which shall continuously monitor the health of the multiplex system, if a failure is detected, a CHECK MULTIPLEX indicator will turn on in the dash display panel. The intent of the specification will be met as described above

Approved.

New Flyer of America Requests for Pre-Offer Change or Approved Equal:

Page 1/Tab 7- 1.5

New Flyer requests approval that all training be priced separately from the bus price. This will ensure proper costing regardless of the number of buses in the base order, and each subsequent delivery.

New Flyer also requests approval to provide a training proposal showing pricing and number of hours for individual courses. This will provide the Procuring Agency the flexibility to select which courses and in what quantities are required based on their operation.

Approved.

Page 2—3.1

New Flyer requests the following revision for this section: ...may be amended or promulgated from time to time...

This is word for word what it already says in this paragraph.

Page 3—3.10

Request:

New Flyer requests approval to add the following language in this section: Title to the bus shall pass to BTD upon acceptance of the bus by BTD.

Approved.

Page 4/Section 3.13

Request:

NFI Parts 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 Brazos designated NFI Parts Customer Service Representative.

BTD

Page 5—3.13

Request:

New Flyer requests approval if the 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.

Approved.

Page 6- GC 3.14 Risk-Indemnification

Request:

New Flyer requests the following revision for this section: The Contractor will, to the extent permitted by law (1) protect, indemnify and save BTM and its officers, employees and agents, including consultants, harmless from and against any and all proven third party liabilities, damages, claims, demands, liens, encumbrances, judgments, awards, losses, costs, expenses, and arising from suits or actions or proceedings, including reasonable expenses,

costs and attorneys' fees incurred by BTD and its officers, employees and agents, including consultants, in the defense, settlement or satisfaction thereof, for any injury, death, loss or damage to persons or property of any kind whatsoever, arising out of, or resulting from, the negligent acts, errors or omissions of the Contractor in the performance of this contract, including negligent acts, errors or omissions of its officers, employees, servants, agents, subcontractors and suppliers.; and (2) upon receipt of notice and if given authority, will settle at its own expense or undertake at its own expense the defense of any such suit, action or proceeding, including appeals, against BTD and its officers, employees and agents, including consultants, relating to such injury, death, loss or damage. Each party will promptly notify the other in writing of the notice or assertion of any claim, demand, lien, encumbrance, judgment, award, suit, action or other proceeding hereunder. The Contractor will have sole charge and direction of the defense of such suit, action or proceeding. BTD will not make any admission which might be materially prejudicial to the Contractor unless the Contractor has failed to take over the conduct of any negotiations or defense within a reasonable time after receipt of the notice and authority above provided. BTD will at the request of the Contractor furnish to the Contractor all reasonable assistance that may be necessary for the purpose of defending such suit, action or proceeding, and will be repaid all reasonable costs incurred in doing so. BTD will have the right to be represented therein by advisory council of its own selection at its own expense. The obligations of the Contractor under the above paragraph will not extend to circumstances where the injury, or death, or damages is caused solely by the negligent acts, errors or omissions of BTD, its officers, employees, agents or consultants, including negligence in (1) the preparation of the Contract documents, or (2) the giving of directions or instructions with respect to the requirements of the Contract by written order. The obligations of the Contractor will not extend to circumstances where the injury, or death, or damages is caused, in whole or in part, by the negligence of any third-party operator, not including an assignee or subcontractor of the Contractor, subject to the right of contribution as provided in the next sentence below. In case of joint or concurrent negligence of the parties hereto giving rise to a claim or loss against either one or both, each will have full rights of contribution from the other.

Not approved.

Page 7- 5.2 Inspections

Request:

New Flyer clarifies that the water test is performed when bus is completely built.

Approved.

Page 8/Section 6

Request:

New Flyer is committed to ensuring that you get the most value from your vehicles and is requesting your approval on the following warranty coverage for the body structure:

The body and body structure are warranted to be free from defects, related defects, and to maintain structural integrity for three years or 150,000 miles, whichever comes first. The body and body structure includes the components that are mechanically fastened or adhesively bonded or glued as part of the structure.

Approved.

Page 9/Section 6

Request:

New Flyer requests approval to provide the following whichever occurs first warranties:

Brake system	1 (one) year or 50,000 miles
Door systems	3 (three) years or 150,000 miles
Starter Alternator	2 (two) years or 100,000 miles
Front A/C	2 (two) years

Approved.

Page 10/Section 6.7

Request:

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.

Approved.

Page 11/Section 6.8

Request:

New Flyer is committed to ensuring that you get the most value from your vehicles and is requesting your approval on fleet defect coverage for the limited base bus warranty period of 1 year/50,000 miles (whichever occurs first):

- Applies to orders or options of 12 or more units.
- Does not apply to normal wear-and-tear items or major components (engine, transmission, 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 BTM with obtaining a remedy from the major component manufacturer.

Approved.

Page 12/Section 6

Request:

It is New Flyers 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

- Minor Major Warranty covered repairs should be carried out by BTM and reimbursed by the contractor through New Flyer's on-line warranty system. New Flyer is available to assist in completing these warranties covered repairs when it is beyond the property's scope of expertise.
- Major Component Warranty repairs should be carried out by the equipment supplier's 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 BTM 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.

Change to BTM or Texas A&M. This is approved.

Page 13/Section 6

Request:

The New Flyer Service team will always strive to solve your problems and get your bus up and running as fast as possible. When available using BTM space to complete repairs is the best location to getting the repairs done quickly. This is why New Flyer requests your approval to provide the BTM with spare parts and tools required to complete warranty repairs, and whenever possible, to complete these repairs in BTM shop space.

Change BTM or Texas A&M. This is approved.

Page 14/Section 6

Request:

New Flyer requests your approval to cover towing costs for 1-year/50,000 miles (whichever occurs first). This is in-line with the base bus warranty period.

Approved.

Page 15/Section 6.9

Request:

Here at New Flyer we want you to get the best value and service out of your buses. With this goal in mind, New Flyer requests your approval to reimburse the BTM for defective parts and for parts that must be replaced to correct the defect for the duration of the base bus warranty period.

- 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.

BTD or Texas A&M. This is approved.

Page 16/Section 1.11

Request:

New Flyer clarifies that our nominal body length is 40', and 41' including bumpers.

BTD

Page 17/Section 1.11

Request:

New Flyer clarifies our overall height is 126" which is our Xcelsior design and same as last BTD build from SR-2335.

Approved.

Page 18/Section 1.11

Request:

New Flyer wishes to clarify that our front step height is 14" which meets that APTA white book requirement which is under 15.5".

Approved.

Page 19/Section 1.11

Request:

New Flyer request approval for 96.09" floor to ceiling panel head room. This is inherent to the Xcelsior design.

Approved.

Page 20/ Section 1.11

Request:

New Flyer requests approval that our wheel base is 283.7". This inherent to the Xcelsior design

Approved.

Page 21/Section 1.11

Request:

New Flyer requests approval for 9 degrees breakover angle. This inherent to the Xcelsior design.

Approved

Page 22/Section 1.11

Request:

New Flyer requests approval that our front axle clearance is less than 6.5". Which still complies with APTA white book requirement.

Approved

Page 23/Section 1.11

Request:

New Flyer clarifies that our ground clearance outside of axle zone area is 10" with 8" clearance at jacking pads.

Approved

Page 24/Section 6.9

Request:

NFI Parts will provide a first-bus Recommended Stocking List (RSL) during customer's 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).

NFI Parts 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.

Approved

Page 25/Section 1.26

Request:

New Flyer requests approval that running changes during production prevent "exact duplicates" as vendors /parts/model versions may change due to parts availability and/or regulatory changes.

Approved

Page 26/Section 1.27

Request:

New Flyer requests approval to use APTA values for pull-up and pull-down performance for HVAC.

Approved

Page 27/Section 1.71

Request:

New Flyer clarifies that our hydraulics for power steering are routed to upper part of the bus, not the underside for greater protection from the elements and damages.

Approved

Page 28/Section 1.73

Request:

New Flyer requests approval for interior aluminum panels for the side gussets that are not coated or anodized. These panels are covered on the other side of the structure with exterior fiberglass panels.

Approved

Page 29/Section 1.73

Request:

New Flyer requests approval to use self-tapping screws to secure and align the floor with the structure. Self-tapping screws are applied at 12-inch intervals.

Approved

Page 30/Section 2.17

Request:

New Flyer requests approval that running changes during production prevent "exact duplicates" as vendors/parts are sometimes changed due to parts availability. Regulatory changes, such as engine changes, prevent New Flyer to guarantee an exact duplicate design between bus builds.

Approved

Page 31/Section 2.20

Request:

New Flyer requests approval for EMP power 450 alternator. This is the same alternator used in BTD previous build

Approved

Page 32/Section 2.20

Request:

New Flyer wishes to clarify that Fleetguard is also known as Cummins Emission Solution (CES) which is currently in use for NF's Cummins engines.

Approved

Page 33/Section 2.20

Request:

New Flyer requests approval for idle speed switch that is mounted on the side console panel. This is inherent to Xcelsior design and is the same location as the last build with BTB.

Approved

Page 34/Section 2.21

Request:

New Flyer requests approval to provide an electronic C-COM gauge with a backlit LCD located in the engine compartment. The C-COM gauge will display the engine oil pressure and coolant temperature gauge. Other parameters that can be displayed are: transmission oil temperature, tachometer and 12V and 24V battery voltage. Please provide the customer with Engine Switch Box SIB 219-045-X which provides further information on the C-COM gauge.

Approved

Page 35/Section 2.21

Request:

New Flyer request approval for ETTCO/FEMCO magnetic drain valves for engine and transmission. This is inherent to the Xcelsior design.

Approved

Page 36/Section 2.21

Request:

New Flyer clarifies that our filler caps are not hinged, these are twist caps and tethered to the fuel neck.

Approved

Page 37/Section 2.21

Request:

New Flyer clarifies that stainless-steel tube hardlines are not available. Engine compartment fuel lines are Aeroquip GH100 flexible lines. Nylon diesel grade fuel lines are used from fuel tank to bulkhead since flexibility is required for routing. These lines do not require fittings where potential leaks could occur. These are corrosion resistant and lightweight. This is inherent in Xcelsior diesel fuel lines design and is the same design used in previous build.

Approved

Page 38/Section 2.21

Request:

New Flyer requests approval that for Hydraulic and hydraulic pump lines that are made out of 3/4" SST tubings while hydraulic reservoir supply and return lines are Manuli Eq/2. This is inherent to Xcelsior hydraulic line design.

Approved

Page 39/Section 2.30

Request:

New Flyer requests approval to provide Transynd Synthetic Transmission Fluid. This is the standard transmission fluid for New Flyer and is approved for use by Allison.

Approved

Page 40/Section 2.60

Request:

New Flyer requests approval for Manuli Eq/2 hydraulic reservoir lines and Aeroquip GH100 diesel fuel lines from Section 2.21.

Approved

Page 41/Section 2.61**Request:**

New Flyer requests approval for Fleet Charge 50/50 premix distilled water/ethylene glycol antifreeze with corrosion inhibitors and bittering agent. This is the same anti-freeze from last build with BTB.

Approved

Page 42/Section 2.61**Request:**

New Flyer requests approval for Fleetguard WF2122 coolant filter element. This is same filter element as last build with BTB.

Approved

Page 43/Section 2.63**Request:**

New Flyer requests approval for Aeroquip GH100 diesel fuel lines from section 2.21.

Approved

Page 44/Section 2.64**Request:**

New Flyer requests approval that our charge air cooler piping is made of aluminized steel. Same piping as last build with BTB.

Approved

Page 45/Section 2.71**Request:**

New Flyer's proposal is based on radiator and charge air cooler that without special core treatment options. While this is an available feature, it incurs additional cost and increases the lead time for the radiator delivery. We are therefore requesting approval to delete requirement. E-coating was not provided in the last build with BTB. Our core has superior corrosion resistant and high strength long life aluminum alloys from the Modine radiator core (SIB231-005).

Approved

Page 46/Section 2.80**Request:**

New Flyer requests approval that the straps are made of 16GA steel sheets which are less brittle than SST making them ideal for strapping purposes. The straps are moisture cured with Ganicin 2.8, a zinc-rich polyurethane primer.

Approved

Page 47/Section 2.80**Request:**

New Flyer clarifies that Corashield 7972 is no longer available. It was replaced by Tufcote UC 1006 (White) which is designed to resist chipping, scratches and gravel marks. It is formulated to provide excellent adhesion and hardness. Request approval.

Approved

Page 48/Section 2.80

Request:

New Flyer requests approval for a 100 usable gallon tank.

Approved

Page 49/Section 3.10**Request:**

New Flyer requests approval to provide standard MAN rear axle which is an inherent part of the Xcelsior design. For additional information please see SIB 204-002.

Approved but not preferred.

Page 50/Section 3.20**Request:**

New Flyer requests approval to provide a cast iron dropped beam with hollow section; steered, non-driven front axle design. The proposed model is the M.A.N. VOK-07F with a maximum front axle load of 15,873lbs. See also SIB 203/204-001.

Approved but not preferred.

Page 51/Section 3.20**Request:**

New Flyer requests approval for only two air bellows are provided in the front suspension. Two bellows are enough to handle the suspension requirement of the front axle. This is inherent to Xcelsior design.

Approved.

Page 52/Section 3.20**Request:**

New Flyer requests approval Barksdale mechanical leveling valves are provided on rear axles. The front axle however is controlled by Smartrider electronic leveling system.

Approved

Page 53/Section 3.30**Request:**

New Flyer requests approval that our wheel size is 22.5 x 8.25.

Approved

Page 54/Section 3.30**Request:**

New Flyer requests approval that our wheel size shall be 22.5 x 8.25 and capable of taking a tire size of 305/70R22.5.

Approved

Page 55/Section 3.30**Request:**

New Flyer clarifies that there is no room for a spare wheel/tire in the bus. This will have to be shipped loose.

Approved, should be delivered with the bus.

Page 56/Section 3.31**Request:**

New Flyer requests approval for 70R22.5-wheel size.

Approved

Page 57/Section 3.43**Request:**

New Flyer requests approval for Douglas Autotech steering column, same as last build with BTB.

Approved

Page 58/Section 3.50

Request:

New Flyer request approval to provide Knorr/MAN Disc Brakes which are an inherent part of the Xcelsior bus design. For additional information please see SIB 203/204-001

Approved

Page 59/Section 3.52

Request:

New Flyer request approval to provide Knorr/MAN Disc Brakes which are an inherent part of the Xcelsior bus design. For additional information please see SIB 203/204-001.

Approved

Page 60/Section 3.53

Request:

New Flyer wishes to clarify that all axles use unitized wheel bearings. The seals are self-contained with replaceable wear surfaces. The wheel bearings are lubed-for-life with grease.

Approved

Page 61/Section 3.54

Request:

New Flyer request approval for Wabco HD 30.4, twin cylinder, turbo aspirated air compressor. This compressor comes with Cummins engines and is inherent to Xcelsior design.

Approved

Page 62/Section 3.54

Request:

New Flyer requests approval for flexible lines that are supported for up to 34 or 2'1 0" inches depending on type and locations. This same as previous build.

Approved

Page 63/Section 3.54

Request:

New Flyer requests approval for flexible lines that are supported for up to 34 or 2'1 0" inches depending on type and locations. This same as previous build.

Approved

Page 64/Section 3.54

Request:

New Flyer request approval to provide TR19-52 test results from air leak test conducted by New Flyer on a CNG 60FT bus. Testing can take some time and can possible delay production schedules.

Approved

Page 65/Section 3.54

Request:

New Flyer requests approval for Haldex "Gemini MDx" Tandem air dryer (includes Multi-Treatment Catridge) with consep oil/water separator. Gemini air dryer comes with a standard 2-year 200,000-mile warranty. This is the same air dryer installed on last build with BTB.

Approved

Page 66/Section 3.54**Request:**

New Flyer request approval for Wabco HD 30.4, twin cylinder, turbo aspirated air compressor. This compressor comes with Cummins engines and is inherent to Xcelsior design.

Approved

Page 67/Section 3.54**Request:**

New Flyer requests approval to delete requirement for air filter installed in the outlet line of the air dryer. The compressor draws filtered air from the intake manifold and the dryer dessicant has coalescing and filtration functionalities.

Approved

Page 68/Section 3.54**Request:**

New Flyer clarifies that the Xcelsior air system design requires that the air dryer MUST be removed to service the desiccant cartridges and any dryer servicing. We do have quick release pins at the top, so the dryer can easily be pulled by removing bolts along the bottom, a few air lines, and the electrical connections. This allows for easy servicing on the bench, which helps to reduce the chances of foreign debris falling into the dryer. This is per the recommendations of the air dryers to prevent dryer malfunctions, and we have designed our bus to assist as much as possible in this task. We are requesting approval that the dryer can be removed during servicing.

Approved

Page 69/Section 3.54**Request:**

New Flyer requests approval to delete requirement for air filter installed in the outlet line of the aire dryer. The filter is not required for Haldex Gemini air dryer system.

Approved

Page 70/Section 4.21**Request:**

New Flyer requests clarification if values indicated are a typographical error. The Amerex LHD wires are not be installed within any hazard area that exceeds 256°F.

Typo--- should be 250 °F

Page 71/Section 4.21**Request:**

New Flyer request approval to shutdown engine within 15 seconds of a fire being detected.

Approved.

Page 72/Section 4.40**Request:**

New Flyer requests approval that that the structure is welded all throughout, no bolting is required. This is inherent to Xcelsior structure and design.

Approved.

Page 73/Section 4.40**Request:**

New Flyer clarifies that our subfloor is securely mounted on the structure and can support the load requirement from the farebox and other equipment mounted within the area. We therefore ask for your approval that a steel plate is not required.

Approved.

Page 74/Section 4.45

Request:

New Flyer requests approval to have the chassis frame constructed of carbon steel/ partial ferritic stainless steel. Please refer to the attached document for more information. SIB-400-001-X- 40' Partial Stainless-Steel Structure_NFA

Approved.

Page 75/Section 4.45

Request:

New Flyer requests approval for Tufcote 1006 formulated to provide excellent adhesion and hardness to resist chipping, scratches and gravel marks.

Approved.

Page 76/Section 4.45

Request:

New Flyer requests approval for Ganicin 2.8 zinc-rich polyurethane primer. The coating is designed to be highly durable and to deliver outstanding corrosion resistance.

Approved.

Page 77/Section 4.45

Request:

New Flyer requests approval for interior aluminum panels for the side gussets that are not coated or anodized. These panels are covered on the other side of the structure with exterior fiberglass panels.

Approved.

Page 78/Section 4.73

Request:

New Flyer requests approval for Tufcote 1006 formulated to provide excellent adhesion and hardness to resist chipping, scratches and gravel marks.

Approved.

Page 79/Section 4.75

Request:

New Flyer requests approval for yellow FMJ nosing for the rear step edge. FMJ is an anti-slip material designed for passenger safety within the bus.

Approved.

Page 80/Section 4.76

Request:

New Flyer's proposal is based on providing front and rear wheelhouse tubs constructed of 18 gauge type 201 stainless steel per ASTM A240. The vertical panels on the front tubs are 16ga. stainless steel. The vertical panels on the rear tubs are 11ga. stainless steel. The different gauge material is used to accommodate the welding process and avoid "oil canning". Requesting for your approval.

Approved.

Page 81/Section 4.83

Request:

New Flyer clarifies that our exterior side panels are made out of fibreglass which are non-corrosive composite material. This is integral to the Xcelsior design. The shortest section of exterior side panel on 40' bus measures 6 feet in length found in the street side. Exterior panels are not mechanically fastened, they are bonded to the structure using Sika 221 elastic adhesive.

Approved.

Page 82/Section 4.84**Request:**

New Flyer requests approval for exterior side panels are made out of fiberglass. This is inherent to Xcelsior design.

Approved.

Page 83/Section 4.84**Request:**

New Flyer clarifies that exterior panels are not mechanically fastened; they are bonded to the structure using Sika 221 elastic adhesive. Repair and replacement of these panels will require assistance.

Approved.

Page 83/Section 4.84**Request:**

New Flyer requests clarification and approval for elastomeric bonding is the only process for attaching exterior panels to the structure.

Approved.

Page 85/Section 4.88**Request:**

New Flyer requests approval for Axalta 8460S clearcoat paint which helps prevent but is not entirely impervious to graffiti.

Approved.

Page 86/Section 4.88**Request:**

New Flyer clarifies that cross-hatch adhesion test is a destructive test and is not performed on the bus itself. This is performed on test panels painted separately. We are therefore requesting approval to provide test results instead of performing actual tests.

Approved.

Page 87/Section 4.100**Request:**

New Flyer requests approval to provide a battery door which is vertically hinged but does not fold flat against the coach body. The battery access doors still allows for full access to the battery tray.

Approved.

Page 88/Section 4.100**Request:**

New Flyer requests approval to provide a polyethylene battery tray supported by a stainless-steel sub-frame, the enclosure is also polyethylene. This design is corrosion resistant, light weight and has proven to be extremely robust. Batteries are supported by structural stainless-steel U-channels. See SIB 260-001 battery system_nfa

Approved.

Page 89/Section 4.131

Request:

New Flyer requests approval to provide marker/clearance lights which are low profile/recessed but not flush mount. They do not have guards. This is the same as provided on previous builds. Please refer to drawing # Exterior Lights-052947_E

Approved.

Page 90/Section 4.131**Request:**

New Flyer requests approval to provide a full LED headlight assembly manufactured by JW Speaker. High and low beams are contained in single assembly and cannot be separated. See SIB-273-001 LED Headlights_NFA

Approved.

Page 91/Section 4.131**Request:**

New Flyer's proposal is based on providing marker/clearance lights which are low profile but not flush mount. They do not have guards. This is the same as provided on previous builds.

Approved.

Page 92/Section 4.135**Request:**

New Flyer requests approval for 7" diameter brake lights arrange vertically from top to bottom with the white back-up and amber turn signal lights on both sides of the rear of the bus. This arrangement is the same as the last build with BTD.

Approved.

Page 93/Section 4.136**Request:**

New Flyer requests approval to provide an exterior audible signal alarm manufactured by Sonalert.

Approved.

Page 94/Section 5.04**Request:**

New Flyer would like to clarify that the driver's barrier is formed by the front side of the SDS enclosure and extends from the top of the wheelhouse to the ceiling. This is inherent to the design of the Xcelsior bus. Please refer to SIB-422-001-SDS_NFA for more details.

Approved.

Page 95/Section 5.05**Request:**

New Flyer requests approval for plastic ceiling panels aft of the front wheelhouse with SST trim and fiberglass HVAC cover panels above the front wheelhouse. Driver's ceiling panels are melamine.

Approved.

Page 96/Section 5.06**Request:**

New Flyer requests approval for white thermoplastic pier panels same as what was provided from last build with BTD.

Approved.

Page 97/Section 5.11**Request:**

New Flyer requests approval that a section in the vestibule adjoining the section between the front wheelhouse have a floorcovering seam which is less than 8 inches from the sub-floor seam. This is the only section where there is less than 8-inch difference in between seams.

Approved.

Page 98/Section 5.14

Request:

New Flyer wishes to clarify that the floor covering material is skid resistant by design and the aisle is of ribbed construction.

Approved.

Page 99/Section 5.30

Request:

New Flyer wishes to clarify that lamps are required at the front and rear door ways from section 4.139.

Approved.

Page 100/Section 5.62

Request:

New Flyer requests approval that our entrance door panel-to-panel door opening width is 37". This is inherent to Xcelsior design. We also request approval for Vapor slide glide front entrance door. Please refer to SIB-490-001-Front Entrance Door_NFA.

Approved.

Page 101/Section 5.62

Request:

New Flyer request approval for aluminum powder coated entrance door handles. Stainless steel is not an available option for design.

Approved.

Page 102/Section 5.63 13B

Request:

New Flyer requests approval for Ameriview Slide Glide driver controlled at side console. Same as last build with BTDR2335. Also, New Flyer's plug doors are available only in 45.2" panel-to-panel opening width.

Approved, but not preferred. Need doors to allow for 2 passengers to exit side by side.

Page 103/Section 5.63 13B

Request:

New Flyer requests approval to provide exit door handles on both fore and aft halves. This is standard for Slide Glide exit doors. See SIB-491-003-Rear Exit Door_NFA

Approved.

Page 104/Section 5.63 13B

Request:

New Flyer request clarification on Dual Stream style vertical stanchion. New Flyer provides a centered stanchion for wide exit doors.

Stanchion provided with wide rear exit door to aid in 2 passengers exiting at the same time.

Page 105/Section 5.61

Request:

New Flyer requests approval for Ameriview Slide Glide driver controlled at side console. This is similar to BTDR previous build.

Approved.

Page 106/Section 5.61

Request:

New Flyer wished to clarify that entrance door handles are attached to the door panels for both fore and aft sections

Approved.

Page 107/Section 6.10

Request:

Except for the hip-to-knee room which is a minimum of 27.07", the rest of the dimensions shall follow the specified Amseco insight seat. New Flyer requests approval.

Approved.

Page 108/Section 6.21

Request:

New Flyer requests approval for Ameriview Slide Glide driver controlled at side console. Same as last build with BTDSR2335. Also, New Flyer's plug doors are available only in 45.2" panel-to-panel opening width.

Approved, but larger doors are preferred.

Page 109/Section 6.30

Request:

New Flyer's proposal is based on providing New Flyer's new all-electric (SmartRider) self-levelling wheelchair ramp which has 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. See SIB 580-003_SmartRider Ramp_NFA.

Approved.

Page 110/Section 6.32

Request:

New Flyer would like to clarify that the ramp switch is located on the driver's instrument panel.

Approved.

Page 111/Section 6.40

Request:

New Flyer requests approval to provide a "Stop Requested" sign mounted on the HVAC enclosure which can be viewed by all seated passengers but not by the seated operator.

However, please note that we provide a "Stop Requested" indicator on the dash specifically for the driver.

Approved.

Page 112/Section 7.20

Request:

New Flyer requests approval on providing 0.12" thick acrylic liners.

Approved.

Page 113/Section 7.0 Windows 7.20

Request:

New Flyer requests approval to provide an Arow Global Window warranty. The warranty terms and conditions will be provided as per the supplier warranty document. Please refer to the attached supplier warranty document.

Approved.

Page 114/Section 8.11

Request:

New Flyer would like to clarify that our master run switch that functions the same way as per requirements but are labelled differently: "STOP ENGINE", "DAY RUN", "NIGHT RUN", and "NIGHT PARK"

Approved.

Page 115/Section 8.12

Request:

New Flyer request approval to provide a push-button switch as opposed to a toggle switch to start the engine.

Approved.

Page 116/Section 8.15

Request:

New Flyer would like to clarify that all our sensors are closed-circuit type except for the following sensors:

- Low coolant sensor
- Low power steering sensor
- Front height sensor
- Kneel sensor

Please note these sensors also activate the malfunction indicator in an event of a failure in the circuit.

Approved.

Page 117/Section 8.51

Request:

New Flyer requests approval for intermittent wipers with 24-volt Comotech electric motors with Smartrend wet arm wipers.

Approved.

Page 118/Section 8.61

Request:

New Flyer requests approval for Hadley mirrors, arms and brackets. Hadley was provided from last build with BTB.

Approved, but not preferred.

Page 119/Section 8.61

Request:

New Flyer requests approval for Hadley street side and curb mirror of 8" x 15", 2/1 (upper portion is flat, smaller lower portion is convex). This is the same type and dimensions of mirrors provided from last build with BTB.

Approved, but not preferred.

Page 120/Section 8.62

Request:

New Flyer requests approval for 8" x 15", black, convex driver's rear view mirror. This is the same rear view mirror from last build with BTB.

Approved.

Page 121/Section 9.01

Request:

New Flyer would like to clarify that we provide 12V and 24V DC power. However, we do not employ 220 volts AC as there's no requirement for this potential of power on our coach.

Approved.

Page 122/Section 9.01**Request:**

New Flyer would like to clarify that we provide high current fuses for circuits with current requirements of 80 amps or higher. These would be the main power distribution circuits that originate in the fuse box and distribute power throughout the coach.

Please note that failure of one of these high current fuses would indicate a severe problem that would require immediate action.

Approved.

Page 123/Section 9.01**Request:**

New Flyer would like to clarify that we provide 12V and 24V DC power. However, we do not employ 220 volts AC as there's no requirement for this potential of power on our coach.

Approved.

Page 124/Section 9.01**Request:**

New Flyer would like to clarify that we provide high current fuses for circuits with current requirements of 80 amps or higher. These would be the main power distribution circuits that originate in the fuse box and distribute power throughout the coach.

Please note that failure of one of these high current fuses would indicate a severe problem that would require immediate action.

Approved.

Page 125/Section 9.01**Request:**

New Flyer requests approval to mount the circuit breakers (critical to the operation of the bus) in a junction box which is not easily accessible to the driver because they are meant for maintenance personnel.

Please note that we provide dash indicators to the driver to show any malfunctions that are critical to the operation of the bus.

Approved.

Page 126/Section 9.10**Request:**

New Flyer requests approval to provide wiring stamped every 2.5 inches with the applicable wire code as opposed to specific number or color-code for wiring identification.

Approved.

Page 127/Section 9.20**Request:**

New Flyer requests approval to provide junction boxes located in the interior of the bus which are not sealed because there is no risk of moisture intrusion that would impact the functionality of the electrical components.

Please note that junction boxes located in the exterior of the bus are waterproof and corrosion resistant because they are exposed to excessive moisture.

Approved.

Page 128/Section 9.20**Request:**

New Flyer requests approval to ship loose the side console decal because there is no ideal location for it in the interior of the coach. This gives the customer the flexibility to loosely locate the decal in a preferred location.

Approved.

Page 129/Section 9.30

Request:

New Flyer requests approval to provide a Vansco Multiplexing system (as opposed to Dinex G3) due to the following benefits:

- The Vansco modules are auto-programming making it very easy to replace or add multiplexing modules
- The Vansco Multiplexing system uses a single type of module minimizing required inventory
- The outputs on our system can drive loads up to 10 amps and are electronically self-protected. This reduces the number of fuses or breakers required.
- The Vansco Multiplexing module has an IP rating of 66
- The Vansco Multiplexing module has an operating temperature range of -40F to 185F.

Please see SIB 284+286-X-001 for further information on the benefits of the Vansco Multiplexing system.

Approved.

Page 130/Section 9.40

Request:

New Flyer requests approval to provide a connection for jump-starting in the fusebox located on the rear curbside of the bus right beside the engine compartment. See SIB Battery System SIB 260-001-X

Approved.

Page 131/Section 9.40

Request:

New Flyer requests approval to provide a polyethylene battery tray supported by a stainless steel sub-frame. This design is corrosion resistant, light weight and has proven to be extremely robust. Please note that the batteries are supported by structural stainless steel U-channels sized to support up to four (4) Group-31 batteries. See Battery System SIB 260-001-X which provides further information the battery tray.

Approved.

Page 132/Section 9.40

Request:

New Flyer would like to clarify that Group 31 batteries aren't available with different size studs. Please note that the cables are labelled and color-coded to avoid incorrect installation.

Approved.

Page 133/Section 9.41

Request:

New Flyer requests approval to provide a rotary knife switch located in the fusebox due to the following reasons:

- 1) They are IP67 rated - no extra seals required to protect them from water and dust intrusion.
- 2) They are very rigid and strong by design. They can be locked at off position and can't be locked at on position.
- 3) Battery cables are connected directly to disconnect switch. This means, turning ON the disconnect switch will instantaneously disconnect 24V and 12V power.
- 4) It has the capability to disconnect power to the engine as well. As a result, power from alternator for all other electric accessories will be cut off as well.
- 5) Have better temperature withstand ability than knife switches (-40 to 100 deg Celsius).

Approved.

Page 134/Section 9.41

Request:

New Flyer requests your approval to utilize the battery management system as a "second and independent master switch" as it can be programmed to remove power from all electronics under given conditions.

Approved.

Page 135/Section 9.42

Request:

New Flyer requests approval not to provide Solargizer because it is not an available option.

Approved.

Page 136/Section 11.10

Request:

New Flyer requests approval to provide fishwire, conduit and mounting provisions for the radio system for future installation by the customer.

Approved, but not preferred.

Page 137/Section 11.20

Request:

New Flyer requests approval to provide its standard SDS box that is 19.50" deep x 15.31" wide x 32.78" high. Please see SIB-422-001-SDS_NFA for more details.

BTB

Page 138/Section 11.31

Request:

New Flyer requests approval to provide a gooseneck mic and a hand-held mic to meet this requirement.

BTB

Page 139/Section 11.0 & 11.45

Request:

New Flyer requests approval to provide a 6-year warranty on all amber signs and components of the amber sign system. This is the standard warranty that is passed on to New Flyer from the supplier.

Approved, but not preferred.

Page 140/Section 11.80

Request:

New Flyer requests approval to provide a camera system provided by Seon/Mobileview, Apollo, or Safety Vision that can meet the requirements of this RFP.

Genetic/Preftech cameras are required.

Page 141- NEW

Request:

New Flyer requests to add this as an additional section called "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 the Contract shall remain the property of the Contractor; provided however, BTB 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 buses.

Not approved.

Page 142-NEW

Request:

New Flyer requests to add this as an additional section called "Confidentiality":

BTD and its representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor's information.

BTD is required to abide by open records requests, therefore any information submitted with the exception of financials is technically considered public information under open records request.

Page 94/Section 6.02

Request:

The interior dimensions of the bus as well as the seat dimensions allows for a total 34 seats (see seat layouts drawing # LD790876 and UD716855) as against 32 from the seating arrangement provided in the specs. The upper deck can only have 2 aisle facing seats on both curb side and street side for a total of 17 seats as against 6 aisle facing seats from the spec layout with a total of 19 seats. The lower deck on the other hand, can accommodate a total of 17 aisle facing seats as against 13 from the spec layout. We are requesting approval based on our proposed seating layout drawing.

Approved.

GILLIG LLC Requests for Pre-Offer Change or Approved Equal:

Page 5/Tab 14

FINANCIAL STATEMENTS - GILLIG is a privately held California company with the financial ability to bid and complete this procurement. We have a fully operational, fully staffed manufacturing plant located in Livermore, California to manufacture the vehicles proposed for this procurement in compliance with specifications We request approval to delete the submission of our "Confidential" financial report with the bid documents. We request approval to supply the "Confidential" Financial Report on request during the negotiation process for discussion.

Not approved.

Page 40/Section 3.10

Request:

ACCEPTANCE OF BUS - WARRANTY-IN SERVICE DATES

GILLIG will require the In-Service Date (ISD) of each bus delivered within 60 days after bus acceptance. GILLIG and our sub component suppliers are required to establish a warranty start date for each bus delivered under this contract and the ISD is required prior to filing any type of warranty claim. There are time limits to purchase and file for extended warranties which may be required per "CUSTOMERS NAME/ RFP#" contract. The in-Service Date is required to purchase any type of extended warranty at the quoted cost without penalties. If no In Service Date is report to GILLIG within 60 days after bus acceptance the In-Service Date will automatically begin 60 days after bus acceptance. GILLIG requests concurrence.

Approved.

Page 41/Section 3.12

Request:

PAYMENT - GILLIG requests revision of the second sentence to the current industry standard for bus payments, as follows. BTD will make payments for buses at the unit prices itemized in the price schedule within 30 days after the delivery and acceptance of each bus and receipt of an approved invoice.

Not approved

Page 41/Section 3.14

Request:

RISK - INSURANCE - 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. GILLIG requests approval to delete the requirement to maintain insurance for the Agency for a period of 5 years after acceptance of the last bus delivered. GILLIG requests approval of the attached CERTIFICATE OF LIABILITY INSURANCE document. The Agency can be included as an additional insured on request.

Not approved

Page 42/Section 3.14

Request:

INDEMNIFICATION - Reference lines 5, 6, 7 - GILLIG requests approval add the following wording to this paragraph. 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 solely as the result of intentional or negligent acts on the part of the agency, it's agents, officials or employees.

This is the current APTA recommended wording.

Not approved

Page 53/Section 6.1

Request:

GILLIG requests approval to provide our standard warranty coverage of 3 Years/150,000 miles with an option for extended coverage of 108 Months/350,000 miles for an additional cost.

Approved.

Page 53/Section 6.1

Request:

GILLIG requests approval to provide our standard warranty coverage of 3 Years/150,000 miles with an option for extended.

Approved.

Page 53/Section 6.1

Request:

GILLIG requests approval to provide our standard brake warranty coverage of (24) Months/100,000 miles.

Approved.

Page 53/Section 6.1

Request:

GILLIG requests approval to provide our standard warranty coverage of (1) Year/ Unlimited Miles with an option for a second year at an additional cost.

Approved.

Page 53/Section 6.1

Request:

GILLIG requests approval to provide our standard warranty coverage of (24) Months/ Unlimited miles. We can provide additional coverage upon request for additional cost where available.

Approved.

Page 53/Section 6.1

Request:

GILLIG requests clarification if a "Front" Air Conditioning unit (separate from main HVAC system) is required. If so, please provide the technical specification requirements for this unit.

There is no separate "front AC", only one main HVAC.

Page 57/Section 1.11

Request:

GILLIG requests approval to provide a 40ft Heavy Duty Transit Bus with an 8.6 degrees approach angle.

Approved.

Page 57/Section 1.11

Request:

GILLIG requests approval to provide a 40ft Heavy Duty Transit Bus with a departure angle of 8.8 degrees.

Approved.

Page 57/Section 1.11

Request:

GILLIG wishes to clarify that our 40ft. Heavy Duty Transit bus with Disc Brakes has a GVWR of 41,600 lbs.

Approved.

Page 65/Section 2.20

Request:

GILLIG proposes to provide the Cummins L9 280-hp Diesel engine. This is the only approved Diesel engine at this time and meets all required On-Board Diagnostics requirements as well as all current Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) greenhouse gas (GHG) and fuel economy regulations.

Approved.

Page 66/Section 2.20

Request:

GILLIG requests approval to provide the Titan OD1014 for Oil Sampling purposes. This is the same component provided on previous GILLIG coaches.

Approved.

Page 66/Section 2.21

Request:

GILLIG requests approval to not provide the requested "oil quick drain valve" as the installation of such an item could be knocked off thus causing a "catastrophic" oil depletion event in the bus.

Approved.

Page 68/Section 2.30

Request:

GILLIG requests approval for the Agency provide and install said decal after delivery of the buses as we do not have an option for a decal like this at this time.

Approved.

Page 68/Section 2.30

Request:

GILLIG proposes to provide Castrol "TranSynd" Synthetic fluid to satisfy the requirements of this contract. This is the preferred fluid of Allison Transmissions and is standard with all current B400R Transmissions.

Approved.

Page 69/Section 2.61

Request:

GILLIG proposes to provide our standard approved coolant "Fleet Charge" (Ethylene Glycol) 50/50 to satisfy the requirements of this contract. Any deviation from this coolant requires approval from Cummins in order to avoid void the warranty.

Approved.

Page 71/Section 2.80

Request:

GILLIG requests that this component(s) be supplied and installed by "others" after delivery of the buses as there is not enough technical information including make, model, part number(s) as well as installation information for said component.

Approved.

Page 71/Section 3.10

Request:

GILLIG proposes to provide the Meritor 79163 rear axle in lieu of the 71163 rear axle. This new axle from Meritor is a more robust heavy-duty transit axle with increase GVWR capability as well as a (7) Year standard warranty. This is standard on all GILLIG buses.

Approved.

Page 71/Section 3.20

Request:

GILLIG wishes to clarify that our standard Meritor FH946 front axle is only available with (2) Firestone air bellows when equipped with disc brakes.

Approved.

Page 73/Section 3.31

Request:

GILLIG requests clarification if tires are to be included in the base bus price.

Yes, tires should be included in the base bus price.

Page 73/Section 3.43

Request:

GILLIG proposes to provide the Douglas Autotec 900 series steering column with tilt and telescoping features to satisfy GILLIG proposes to provide the Douglas Autotec 900 series steering column with tilt and telescoping features to satisfy the requirements of this contract. This is the same steering column that was installed in recent delivered GILLIG coaches.

Approved.

Page 75/Section 3.54

Request:

GILLIG requests approval to delete the requirement for all air tanks to be equipped with clean-out plugs. 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.

Approved.

Page 75/Section 3.54

Request:

GILLIG requests clarification as to which air dryer system is required for this contract as the specifications lists two different air dryers (SKF Turbo 2000 & Bendix ADIP).

Bendix ADIP is preferred.

Page 76/Section 4.10**Request:**

GILLIG proposes to provide our current undercoating consisting of a durable latex based anti-corrosion solution to satisfy the requirements of this contract. This is standard on all GILLIG coaches.

Approved.

Page 76/Section 4.12**Request:**

GILLIG would like to clarify that we no longer provide rub rails on our buses. This is standard on all GILLIG buses and is consistent with buses recently delivered to the Agency.

Approved.

Page 77/Section 4.21**Request:**

GILLIG proposes to provide the Amerex V-25 Fire Suppression System with thermal flames detectors in lieu of optical to satisfy the requirements of this contract.

Approved.

Page 78/Section 4.40**Request:**

GILLIG proposes to provide a 15" high crash barrier meeting the above specification rather than the 15-foot-high one as described in this section of the contract.

Approved.

Page 80/Section 4.70**Request:**

GILLIG wishes to clarify that the slope at our rear doors is (4) degrees.

Approved.

Page 80/Section 4.72**Request:**

GILLIG wishes to advise the Agency that the flooring in the raised rear platform area will be installed in a fully sealed butt joint configuration at the side wall, as specified.

Approved.

Page 83/Section 4.88**Request:**

GILLIG requests that Agency provide all artwork in digital format for the required paint schemes or at a minimum, renderings of what the Agency is looking for regarding said paint schemes.

Approved.

Page 83/Section 4.89**Request:**

GILLIG wishes to clarify that due to the composite roof material that is used on all of our coaches, bus numbers cannot be painted. Therefore, GILLIG requests approval to provide 24" black decals for the roof bus numbers.

Approved.

Page 87/Section 4.136**Request:**

GILLIG proposes to provide a turn warning system from Clever Devices that broadcasts a message to alert the operator and pedestrians when the steering wheel turns either left or right (past a set trigger point). This message will be broadcast through the exterior speakers only.

Approved.

Page 87/Section 4.139.2

Request:

GILLIG wishes to clarify that not all service area lighting is controlled by a toggle switch. Depending on the compartment, the service lighting may be automatically controlled via a plunger-type switch or tilt switch. GILLIG can work with Agency regarding the different types of control for these service lights during the preproduction meeting if we are the successful bidder of this contract.

Approved.

Page 87/Section 5.01

Request:

GILLIG respectfully 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 for this category. However, requiring the vehicle to meet an Aviation standard such as CCC-A-680a (obsoleted and replaced by AA-2950) is not feasible and impractical as most seat suppliers for Transit vehicles do not test their seats to this standard but rather the Federal requirement of FMVSS 302. Furthermore, requiring such would add a lot of testing and unnecessary cost to the base bus price.

GILLIG requests removal of this requirement.

Approved.

Page 88/Section 5.06

Request:

GILLIG proposes to provide melamine from Wilsonart to satisfy the requirements of this contract. There are hundreds of colors available in a variety of finishes and we can work with the Agency during the preproduction meeting to select a color and finish that works best for the Agency if we are the successful bidder of this contract.

Approved.

Page 91/Section 5.30

Request:

GILLIG proposes to provide front and rear threshold lighting with Daylight LED lights at the front and rear door locations. This is standard on all GILLIG buses and is consistent with buses recently delivered to the Agency.

Approved.

Page 91/Section 5.50

Request:

GILLIG respectfully wishes to clarify to the agency that our hinged panels and doors are either latches or captive screws. Some cover plates with low usage or geometrics which preclude captive hardware are not. If we are the successful bidder of this contract, we can work with agency to determine if any changes are desired on individual panels and/or doors during the preproduction meeting.

Approved.

Page 92/Section 5.61

Request:

GILLIG proposes to provide an "Air-open"/ Spring Close rear door in lieu of the requested manually opened door as we do no longer offer the manually opened doors due to the possible difficulty some users may experience when attempting to disembark.

Approved.

Page 93/Section 5.68**Request:**

GILLIG proposes to provide a Floyd Bell warning chime reference p/n SP-915R with 70-93 decibel capability at 2900HZ +/- 250HZ to satisfy the requirements of this contract.

Approved.

Page 97/Section 6.22**Request:**

GILLIG respectfully wishes to advise the Agency that our vertical stanchion located on the Driver's Barrier extends to within 46" of the floor.

Approved.

Page 97/Section 6.24**Request:**

GILLIG wishes to clarify that our continuous, overhead full-grip assists stop at the Air Tank Closeout which is located above the front wheel wells. However, we do provide adequate vertical and horizontal stanchions throughout the bus to help passengers navigate upon entering and exiting the vehicle.

Approved.

Page 100/Section 7.20**Request:**

GILLIG wishes to clarify that our buses meet the egress-capability requirements of FMVSS, however not all windows can be egress-able as this requirement depends solely on location and size. Therefore, GILLIG will work with the Agency during the preproduction meeting to identify which additional windows (if any) need to be egress-able if we are the successful bidder.

Approved.

Page 101/Section 9.11**Request:**

GILLIG proposes to provide the Kongsberg Adjustable Pedals to satisfy the requirements of this contract. These have the same form, fit and function of the Teleflex Morse Adjustable pedals (see attached).

Approved.

Page 103/Section 8.13**Request:**

GILLIG wishes to clarify that our wiper controls are provide through a single switch for both wipers and located at the left-hand dash panel.

Approved.

Page 93/Section 5.68**Request:**

GILLIG proposes to provide a green LED located above the rear exit doors that will illuminate in a steady-burning state when the operator activates the controller to the door open position.

Approved.

Page 104/Section 8.14**Request:**

GILLIG requests clarification and more information regarding the said "green hoodlum emergency light" as we do not have any options that meet this specification or description on our bus.

Delete green hoodlum light from spec.

Page 111/Section 9.10**Request:**

GILLIG wishes to clarify that we will provide as many spares at each module location as practical. However, depending on specific requirements and configuration there may or may not be a ten percent spares ratio at some locations.

Approved.

Page 112/Section 9.41**Request:**

GILLIG wishes to clarify that our proposal includes one Master Power Cut-Off switch as there are no options for additional and/or separate Master Cut-Off switches.

Approved.

Page 112/Section 9.41**Request:**

GILLIG proposes to provide a Vanner 15A @ 120VAC (input) / 42A @ 24VDC (output) SP00155 AC to DC converter to satisfy the requirements of this contract.

Approved.

Page 112/Section 9.41**Request:**

GILLIG requests clarification and more information as to what is the purpose of having a converter in the bus is. More specifically what will it be used for?

The second master switch is not necessary and should be deleted.

Page 113/Section 9.41**Request:**

GILLIG wishes to advise the Agency that turning off the master switch with the powerplant operating can and will damage components of the electrical system. This warning can also be found in our Service Manual that will be provided with each order of buses.

Approved.

Page 113/Section 9.42**Request:**

GILLIG proposes to provide our "Battery Saver" technology with "Smart Knife" that will monitor the house batteries state-of-charge and "drop-out" at a predetermined level in order to preserve enough battery power for starting the bus. This will eliminate any need for a "roof mounted" solar type system, thus providing a more reliable vehicle with less over-all maintenance regarding possible issue's that installing such a roof mounted solar system may cause.

Approved.

Page 115/Section 11.11**Request:**

GILLIG would like to clarify that roof mounted antennas have a direct access panel to them so there is no need for conduit or pull wire. Therefore, GILLIG requests approval to delete this requirement.

Approved.

Page 115/Section 11.20**Request:**

GILLIG would like to clarify that our 44" tall Electrical Equipment Cabinet is located on the street side wheel well behind the Driver's Barrier. With such a large and robust cabinet, there is no room to add the shelf as described in

this section of the contract. However, there is real estate adjacent to the box where a laptop could rest while being used for trouble shooting. Therefore, GILLIG requests approval to delete this requirement.

Approved.

Page 118/Section 11.80

Request:

GILLIG wishes to clarify that Genetec/Pref-Tech is not an approved camera vendor and must go through our extensive background and qualifying process in order to be properly vetted prior to installation at GILLIG. Therefore, GILLIG proposes a (5) camera system from Seon consisting of their TH8 DVR with (2) TB HD, GPS and Event switch to satisfy the requirements of this contract.

Genetic/Preftech camera system is required.

Page 120/Section 11.90

Request:

GILLIG wishes to clarify that we do not have a "factory training" program. Therefore, we request that all training be priced separately from the bus as this will allow the Agency to select the training most suited for your personnel while keeping the base price of the bus down. GILLIG requests approval.

Approved.

Page 69/Section 2.64

Request:

GILLIG wishes to clarify that our piping for the CAC is made of aluminum. Aluminum is naturally a corrosion resistant material, easier to work with, lighter in weight, less costly to replace and has better conductivity (conductor of heat). GILLIG requests approval.

Approved.

Page 53/Section 6.1

Request:

GILLIG proposes to provide our standard wheel nuts that meet SAE J1965 to satisfy the requirements of this contract. GILLIG requests approval.

Approved.