

## Responses to Requests for Pre-Offer Change or Approved Equal

The responses for all questions, clarifications, and approved equals that were received by February 13, 2018, 5:00 P.M. CDT for “**RFP Solicitation No. 18-22 BRT Vehicle Procurement**” is provided below. References to Prospective Proposers were removed from all questions. Further requests related to this solicitation should be provided in the Proposal using form 9.5 Form for Proposal Deviation.

### Responses to Questions

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
1	2.13.5 & Appendix C		Proposer would like to know which model shall be used for evaluation for this specific solicitation.	See Response Below: Section 2.10.5 provides the proposal selection process that will be used for this solicitation.
2	4.2.2	Delivery Schedule	Proposer is requesting to have the delivery rate changed from 5 buses per week to 10 buses per week. Instead, a detailed delivery schedule can be provided at the pre-production meeting and at the start of production to allow the Agency to prepare for the delivery of buses in advance. This detailed schedule would include how many buses would be delivered per week.	Approved
3	4.2.3	Contract Deliverables	Proposer requests approval to provide an accurate Recommended Stocking List (RSL) once the Bus Parts manual has been published. This ensure the items in the RSL accurately match the parts being used for Birmingham's specific bus configuration. Proposer is proposing this RSL to be delivered to Birmingham ten (10) days after the initial Bus Parts Manual has been published. After confirmation of the first production bus, Proposer's technical team prepares a breakdown for each major component to identify the lower level service / replaceable components to maintain the bus. This exercise takes place after manufacture of the first bus, to ensure the final configuration, which captures all product continuous improvements, Birmingham's requested changes etc.	Approved
4	4.2.3	Contract Deliverables	Proposer requests approval to provide a complete listing of all parts included within the bus parts manual. The earliest this Parts Manual Listing can be supplied is with the Bus Draft Parts Manual delivery. A final version of this list will also be supplied with the final bus parts manual.	Approved

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5	4.2.3	Contract Deliverables	Proposer requests acknowledgement that parts pricing lists are not generated. Proposer can provide a Recommended Stocking List (RSL) which will include the prices for the parts listed, pricing will be held for thirty (30) days. Thereafter pricing will be made available by Birmingham's designated Proposer Customer Service Representative. The RSL will include the part number, item description, lead time and recommended stock quantity and price.	See Response Below: Acknowledged
6	4.2.3	Contract Deliverables	Proposer requests acknowledgement that engineering construction drawings are considered proprietary information and not released to the customer. In cases where more detailed information on the bus structure required to perform bus restoration, Proposer Technical Services team will supply all appropriate information required to restore the bus properly. The Proposer Parts and Service Manuals contain illustrations and component information helpful in service and repair. Proposer's Vehicle System Drawings Manual includes other drawing type information such as: electrical schematics and diagrams, air system schematics, hydraulic schematics, cooling system schematics and layouts, PLC system layouts, ABS system layout and major component system layout.	See Response Below: Acknowledged
7	4.4.1	Payment Terms	Provider kindly asks to remove text regarding "retentions" or explain the nature of retentions.	See Response Below: Clarification – Any applicable retainage shall be determined through negotiations and included in the payment section of the awarded contract.
8	4.5	Liquidated Damages	Provider kindly requests a liquidated damage cap of 2% from contract value	See Response Below: It is suggested that the Proposer make the recommendation in their response to the RFP. The recommendation will be evaluated at that time.
9	6.6.5	Ground Clearance	The Proposer's bus has a ground clearance of 8.6" except within the axle zone and wheel area. We request your approval.	Approved
10	6.6.5	Ground Clearance	The Proposer's bus has a wheel area clearance of 5 in. for parts fixed to the body and 5.8 in. for parts that move vertically with the axles. We request your approval.	Approved

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No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
11	6.6.6	Step Height and Floor Height	The Proposer's bus has a step height above the street of 14 5/8 in. We request your approval.	See Response Below: Bus step height above the street of 14 5/8 in. is approved. It is critical to manufacturer this step height to the exact height that is specified. This step height will be coordinated with the platform height of the BRT stops.
12	6.6.7	Interior Headroom	The Proposer's bus has headroom of no less than 74" forward of the rear settee. At the centerline of the last window seat, headroom is no less than 61". We request your approval.	Approved
13	6.6.7	Interior Headroom	Proposer requests approval to provide headroom that shall not be lower than 56 inches at the centerline of the window seats, except for parcel racks and reading lights, if required.	Approved
14	6.6.9	Capacity	Proposer requests clarification that the seating capacity for the BRT option is impacted by the interior bike rack and wide exit door requirements. Due to this, the 35 seated passengers will not be met, however Proposer will work to maximize the available seating.	See Response Below: Approval to maximize available seating, which will not meet the 35-seated passenger requirement. Provide proposed seating arrangement in the Technical Proposal.
15	6.8	Maintenance and Inspection	The Proposer requests to provide test ports or test sensors. Pneumatic system gauges indicate system pressures by means of sensors. Test ports are not provided for the charge air system. We request your approval.	Approved
16	6.9	Interchangeability	The Proposer wishes to clarify that the 2 last windows on each side are not interchangeable with the other windows. The rear bench 5 position molded seats have inserts of the same fabric as the rest of the seats, but are not interchangeable with the other positions. We request your approval.	Approved
17	6.10	Training	Please note that Proposer material can be reproduced for transit authority internal usage only. However, OEM component supplier manuals and materials can only be supplied as made available by the component supplier. Manuals and materials are subject to copyright restrictions as established by both Proposer and each OEM component supplier. Proposer requests approval.	See Response Below: Acknowledged
18	6.12.2	Exterior Noise	Proposer requests approval to provide bus generated noise at curb idle which shall not exceed 69 dBA.	Approved

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No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
19	6.16.2	Propulsion System Service	Proposer requests approval to provide engine oil and radiator filler caps which are tethered to the filler neck and closed with spring pressure or positive locks to prevent leakage.	Denied
20	6.16.2	Propulsion System Service	The Proposer offers engine oil pressure and coolant temperature information through the ACTIA Electronic Master Gauge located on the engine control box and on the driver's dash. We request your approval.	Approved
21	6.16.2	Propulsion System Service	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.	Approved
22	6.16.2	Propulsion System Service	The Proposer does not offer an engine magnetic drain plug as Cummins engines are not fitted with magnetic-type drain plugs and may affect departure angle. We request your approval.	Approved
23	6.17	Engine	The Proposer wishes to clarify that the engine manufacturer, Cummins, does not provide design life data. However, with the experience the Proposer has with the Cummins engine, the Proposer is confident the engine will meet this requirement. Nonetheless, the Proposer can not guarantee the design life of the engine. We request your approval.	Denied
24	6.18.1	Engine Cooling	Proposer requests approval to provide a spring loaded, push button type valve or lever to safely release pressure or vacuum in the cooling system with both it and the water filler no more than ±60 inches above the ground.	See Response Below: Request is same as specification. Approval not required.
25	6.18.1	Engine Cooling	Proposer requests clarification that the engine coolant is now filled via the coolant recovery tank, accessible via the rear engine door. The safety release lever is accessed from the surge tank door on the rear streetside of the bus. These are no longer accessible through the same access door.	Approved

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26	6.18.1	Engine Cooling	The Proposer's bus's cooling system is roof mounted at the rear of the bus, accessible through the radiator compartment door, located more than 60 inches above the ground. The surge tank has one sight glass, however, coolant level information is displayed on the electronic master gauge located on the engine control box in the engine compartment and the driver dash. The surge tank has three coolant sensor probes to transmit level information. The location of the radiator compartment has the advantage of providing the cleanest and coolest air. A pressure release valve is located in the engine compartment. Filling of the system is accomplished via a remote filler located in the engine compartment, approximately 50 inches off the ground. We request your approval.	Approved
27	6.18.1.2	Coolant	The Proposer does not offer a water filter with supplemental additives such as Nalcool 3000 corrosion inhibitor. 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
28	6.18.1.3	Drive Design	Proposer requests approval to provide a Modine cooling system.	Approved
29	6.18.1.3	Drive Design	The Proposer offers a proprietary Proposer/Modine cooling system. Our vehicles are equipped with a proprietary electrically driven cooling system, manufactured by Modine. It is compliant in terms of having electrically driven fans with programmable reverse operation and diagnostics with the VBEA multiplexing system. We request your approval.	Approved
30	6.18.1.3	Drive Design	The Proposer's fan system is controlled by the VBEA Multiplex system. Any fan failure will be reported by the multiplex system. The fans are controlled in groups; therefore if a fan fails within the engine cooling group, the load will be taken by the other remaining fans within the group. We request your approval.	See Response Below: This is an acceptable design under the current specification and does not require approval.
31	6.19	Transmission (Conventional Powertrain)	The Proposer offers one ignition supply voltage (not dedicated) for powertrain components (Transmission, Engine ECU/Shifter). The ABS controller is not on a dedicated ignition signal, it is on the generic RUN signal. We request your approval.	Approved

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32	6.19	Transmission (Conventional Powertrain)	The Proposer offers a system that requires a pressure of 15psi by the driver to engage forward or reverse range from the neutral position in order to prevent sudden acceleration of the bus from a parked position. We request your approval.	Approved
33	6.19	Transmission (Conventional Powertrain)	The Proposer is offering an alternative transmission to the Allison B400R as stated in the RFP. We have used this alternative transmission on many bus builds and has proven to be very reliable. See <i>Att RFA 75 6.19 Transmission</i> for more details. We request your approval.	Denied
34	6.20	Retarder	Proposer requests approval to provide the retarder disable switch in the saw tooth panel above the operator, or on the side console, within reach of the seated operator. Since road and weather conditions can change rapidly, Proposer strongly recommends the operator should be easily able to reach the retarder disable switch without leaving their seat.	See Response Below: Approved. Provide retarder disable switch on the saw tooth panel above the operator.
35	6.22.5	Fuel Lines, CNG	Proposer requests approval to provide a maximum unsupported fuel line length of 16.5".	Approved
36	6.22.5	Fuel Lines, CNG	The Proposer's pressure test procedure is performed with a 3800 PSI testing pressure instead of 4500 PSI. This is the recommendation of our CNG package's supplier who has a proven track record of 15+ years' experience, over 20,000 CNG fuel systems on the road and a 100% on-road safety record. We request your approval.	Approved
37	6.23.2	Installation	Proposer requests approval to provide heavy duty slam latches which are activated by a T-handle on each door, with hood pins as back-up securement.	Approved
38	6.23.8	Defueling System	Proposer requests clarification that the Proposer's CNG bus defuels in three (3) hours.	See Response Below: Acknowledged
39	6.23.8	Defueling System	The Proposer's defueling port is compatible with NGV-1 nozzles, such as OPW -1000 series. We request your approval.	Approved

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No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
40	6.28.1	Engine Compartment Bulkheads	The Proposer offers a bus where 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 passage ways 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. We request your approval.	Approved
41	6.29	Corrosion	The Proposer offers a bus with a stainless steel corrosion resistant structure with the following corrosion protection. Hollow tubular frame members have open ends or drain holes close to weld joints to allow any moisture/condensation to escape. No coating is applied on interior surfaces of tubing. Corrosion protection is applied as follows: Lower half of the structural frame walls are externally coated with Sico epoxy 577-623 coating. Sikaflex 221 caulking is applied between stitchwelds that join metal sheets to structural tubes. Underside of the structure and structural wheel housings is coated with Tectyl 3344 undercoating. We request your approval.	See Response Below: This is an acceptable design under the current specification and does not require approval.
42	6.30	Towing	Proposer request approval to provide towing with the use of an adapter, which can be performed from the front of the coach only. Towing from the rear is not recommended; however, should it be required, provisions have been made in the rear frame that would allow short distance towing only. Towing shall be in accordance with Proposer's standard towing procedures.	Approved
43	6.30	Towing	Proposer requests approval to provide towing adapters that accommodate a crane hook with a 1.25 inch throat.	Approved
44	6.30	Towing	The Proposer's rear tow fork adapter consists of two parts with combined weight of 54lbs with no means to maneuver. We request your approval.	Approved

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45	6.33.1	Floor Design	The Proposer's bus uses a composite floor. With the useage of a composite floor, the floor to wall transition does not require to make a radius with the wall. Our floor covering is bonded to the floor during the manufacturing process of the floor, resulting in a superior adhesion which eliminates the possibility of water infiltration or of the edges separating. Additionally, a pultrusion is installed as a seatrail and protection agains debris accumulation. The composite floor offers a good protection to water and is resistant to rot, mildew and water damage. We request your approval.	Approved
46	6.33.2	loor Strength	The Proposer's bus has sheet metal type fasteners. All floor fasteners are not serviceable from one side only. Thickness of tapping plates is thinner than a standard nut. We request your approval.	Approved
47	6.33.3	Floor Construction	The Proposer offers the Gerflor Tarabus NT floor covering, a PVC floor covering with high quality wear insets with silicone carbine 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
48	6.35	Wheel Housing	Proposer requests approval to provide fiberglass wheelhouse covers which are not color-impregnated. Proposer utilizes a standard fiberglass layup technique and only the A surface is gelcoat painted. Proposer further requests approval to provide black wheelhouse covers.	Denied
49	6.35	Wheel Housing	The Proposer's bus has front wheel housings that are made of stainless steel. The rear wheel housings are made of reinforced fiberglass, meeting the steel ball test specified. We request your approval.	See Addendum
50	6.37.4	Kneeling	Proposer requests approval to provide a kneeling system capable of kneeling at a maximum rate of 2" per second.	Approved



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51	6.38	Wheels	Proposer requests acknowledgement that a tire pressure monitoring system is not available. In the past, Proposer has evaluated and integrated many systems and none of these systems have functioned correctly.	Approved
52	6.40	Steering Axle	Proposer requests approval to provide a MAN axle which is equipped with a grease-packed unitized bearing.	Approved
53	6.43	Brakes	The Proposer does not offer visible brake sensors on exposed push rods. The Proposer offers electronic brake wear indication in the ACTIA electronic master gauge located in the engine compartment and on the dash. Wear can be determined from the hoist or pit by inspecting the caliper sliding pins vs visible dimension. We request your approval.	Approved
54	6.43.1	Brake Actuation	The Proposer’s braking system needs a force to activate the brake pedal that can reach up to 80 pounds for maximum braking. We request your approval.	Approved
55	6.43.2	Friction Material	The Proposer does not offer a visual brake lining wear indicator. However, our vehicles are equipped with brake wear sensors as a standard feature. Brake wear information is one of the menu choices displayed on the ACTIA Electronic Master Gauge (LCD display) on the dash and the engine control box as a percentage of wear, a thickness in mm and a thickness in inches of the brake lining for each wheel. When one of the brake linings reaches the preset wear limit for brake replacement, the yellow Brake Light telltale on the dash starts flashing. We request your approval.	Approved
56	6.43.3	Hubs and Discs	The Proposer’s front axles do not have unitized bearings; only the rear axle bearings are unitized. We request your approval.	Approved
57	6.45	Pneumatic System	Proposer requests approval that if fittings must be protected, Proposer can enclose these fittings within a weather resistant housing (box) either beneath the front bumper or in the front mask. Proposer does not recommend the installation of retained caps on tow fittings as they can create improper pressures within the air system.	See Response Below: Fittings must be protected. Approved to enclose fittings within a weather resistant housing box.
58	6.45.2	Air Lines and Fittings	Proposer requests approval to provide an additional color Blue, which indicates suspension.	Approved

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No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
59	6.45.2	Air Lines and Fittings	Proposer requests approval to provide flexible lines which are supported at 30" intervals or less.	Approved
60	6.45.3	Air Reservoirs	The Proposer's bus has reservoirs that are not sloped towards the drain valves. The level of the manual drain valves is over the bottom level of tanks; however the air pressure pushes any water out through the piping. We request your approval.	Denied
61	6.46	Electrical, Electronic, and Data Communication Systems	The Proposer's multiplex ( VBEA ) does not fully support J1939 message format, only messages that are in the J1939 format can be seen by other systems compatible with the J1939 format. The multiplex ( VBEA ) does not broadcast messages on request, DM1, DM2 ..DM12 are not supported. BAM protocol is not supported as well. We request your approval.	See Response Below: The Proposer may submit their solution that meets the functional requirements for vehicle diagnostics, multiplexing, and ITS. The Proposer's solution should be included in the Technical Proposal and will be evaluated at that time.
62	6.46	Electrical, Electronic, and Data Communication Systems	The Proposer's network architecture is not separated this way. We have a J1939 network where all the 3rd party devices (Engine, Transmission, ABS, etc...) communicate together, we have a private body CAN network for the multiplex system and finally a CAN network for telematics where proprietary messages are mainly used. We request your approval.	See Response Below: The Proposer may submit their solution that meets the functional requirements for vehicle diagnostics, multiplexing, and ITS. The Proposer's solution should be included in the Technical Proposal and will be evaluated at that time.
63	6.47.1	Batteries	The Proposer offers four Delco Freedom 1150 type 31 batteries, each with 700 CCA. We request your approval.	Approved
64	6.47.10	Low Voltage/Low Current Wiring and Terminals	The Proposer's bus uses Fast On type terminals in distribution panels. These terminals are held by friction and can sustain vehicle vibrations without disconnecting. We request your approval.	Approved
65	6.47.2	Battery Cables	Proposer requests approval to provide a jumper power cable in the fuse box which links the disconnect switch to the main 24V busbar. A power cable feeds the starter from the main 24V busbar. This configuration is provided to minimize the amount of electrical connections that would be stacked on the 24V load side of the disconnect switch.	Approved
66	6.48.2	Discrete Inputs/Outputs (I/O)	The Proposer's I/O modules wiring is not bundled independently of the rest of the vehicle wiring; they are part of the vehicle harnesses. We request your approval.	Approved

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67	6.50	Data Communications	The Proposer's offer includes the VBEA (Volvo Bus Electronic Architecture) network which is CANBUS compliant but uses a proprietary Volvo protocol. This System is also used by Volvo Buses and Prevest globally. We wish to clarify that the VBEA protocol is not public domain. The VBEA does interface with J1939. We do not provide the protocol, however we will include in the special tool list the cable extension DB-9 which is needed to connect the VBEA system to a laptop for diagnostic and troubleshoot of the system. We request your approval.	See Response Below: The Proposer may submit their solution that meets the functional requirements for vehicle diagnostics, multiplexing, and ITS. The Proposer's solution should be included in the Technical Proposal and will be evaluated at that time.
68	6.50.1	Drivetrain Level	The Proposer offers one ignition supply voltage (not dedicated) for powertrain components (Transmission, Engine ECU/Shifter). The ABS controller is not on a dedicated ignition signal, it is on the generic RUN signal. We request your approval.	Approved
69	6.50.1.1	Diagnostics, Fault Detection, and Data Access	The Proposer's bus doesn't use a network dedicated to ITS (not offered), except the DBUS network but the data is limited to body logic only and it does not fulfill the J1939 requirements. We request your approval.	See Response Below: The Proposer may submit their solution that meets the functional requirements for vehicle diagnostics, multiplexing, and ITS. The Proposer's solution should be included in the Technical Proposal and will be evaluated at that time.
70	6.50.2.1	Diagnostics, Fault Detection, and Data Access	The Proposer's VBEA multiplex system is supplied with the entire necessary tool for diagnostic. However, the VBEA I/O modules do not have LED status indicators. Diagnostic can be achieved by an input and output test via the Actia or Laptop access. When accessing the multiplex with a laptop, the user can see the program logic for diagnostic; however the user cannot modify the program. We request your approval.	Approved
71	6.50.2.2	Programmability (Software)	The Proposer wishes to clarify that it offers a multiplex system whereby only the Proposer's engineering team can modify the logic file. The system is password protected; everyone that has access to connect to the multiplex can see the logic in a windows explorer window.	See Response Below: Acknowledged
72	6.50.2.2	Programmability (Software)	The Proposer's multiplexing system (VBEA ) is a critical nerve center finely tuned by its engineers to provide the client with a dependable product on a daily basis. Changes by the client are limited to changing a set of parameters within pre-defined limits without the need to modify	Approved

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			the program logic. We request your approval.	
73	6.51.5	Drivers Amenities	<p>Proposer requests approval to provide the following storage box options:  Storage box above the seated driver: 12"H x 13-19"L x 9W (~1728 cu.in)  Storage box behind the seated driver: 12"H x 19"L x 7"W (~1596 cu.in. )  The spacing in the driver's area does not allow for any larger storage box options, inherent to Proposer's design.</p>	Approved
74	6.53	Driver's Controls	The Proposer offers a mirror switch which is not water resistant. The position of the switch is such that the lack of water resistance does not create an issue with water penetration. We request your approval.	Denied
75	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a shift selector which is positioned on the right side of the instrument panel in easy reach of the driver. This layout allows for the defroster controls to be located on the left side of the instrument panel, giving the driver easy access to both of these controls. For more information, please refer to Drawing 638888.	Approved
76	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a momentary/maintained three position switch. When positioned on raise, the switch is in the maintained position. When positioned on lower, the switch is in the momentary position. When kneeling, the switch must be held in the lower position. For ramp controls, Proposer requests approval to provide a momentary three position switch. The switch must be held in the active state to deploy or stow the ramp. These switches are located on the right side of the instrument panel. For more information, please see approval drawing 638888.	Approved
77	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a front ramp and front kneeling only. A rear ramp and rear kneeling is not available, inherent to the Proposer design.	Approved

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78	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a front ramp only and not a rear ramp.	Approved
79	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a front ramp and front kneeling only. A rear ramp and rear kneeling is not available, inherent to the Proposer design.	Approved
80	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide the fire suppression manual actuator and fire suppression control module located above the driver on the saw tooth panel. This mounting location is ideal as it is easy to access by a seated driver. For more information, please see Drawing 638888.	Approved
81	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a gooseneck microphone, and not a low profile microphone mounted on the steering columns. For additional information on the gooseneck microphone, please see Drawings 414022 and 273504.	See Response Below: Approved to provide a gooseneck microphone. Microphone shall be compatible with Avail system.
82	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a park brake release valve on the horizontal surface of the side console. This pneumatic valve is located in close proximity to the main park brake valve for easy driver identification. The physical shape and color of the valve is different from the main park brake valve to allow for quick driver identification. Providing this valve on the horizontal surface of the side console eliminates the possible obstruction that could have been present when this valve is located on the vertical side of the side console.	Approved
83	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests acknowledgement that allowing the alarm to be extinguished could result in the root cause of the problem to not be immediately addressed, which could cause more severe damage. Please note that audible alarms indicate a serious issue that requires action.	See Response Below: Acknowledged. Manufacturer's recommended design should be used.
84	6.53.1	Normal Bus Operation Instrumentation and Controls	Proposer requests approval to provide a digital fuel gauge that would be integrated into the Vansco instrument cluster. For more information, please refer to the attached Sales Information Bulletin.	Approved
85	6.53.1	Normal Bus Operation Instrumentation and Controls	The Proposer offers a Standard Instruments and Alarm Configuration which is very similar to the specified configuration. See <i>RFA# 57 Att 6.53.1 Bus Controls</i> for further details. We request your approval.	See Response Below: The configuration of the standard instruments and alarm configuration will be finalized during the Pre-Production meeting with the successful Proposer.

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86	6.53.4.1	Turn Signal Controls	Proposer requests approval to provide a stainless steel inclined surface of the turn signal platform. This platform does not have a skid resistant coating.	Approved
87	6.54.1	Exterior Mirrors	Proposer requests approval to provide mirrors equipped with springback arms. Breakaway mounting system mirrors are not available.	Approved
88	6.56.1	Windshield Glazing	The Proposer offers a Windshield with shaded band that is not marked AS-3. It is marked AS-1 with an indicator from the area where the AS-1 rating starts. We request your approval.	Approved
89	6.56.1	Windshield Glazing	The Proposer offers a single peace windshield providing an improved visibility. We request your approval.	Approved
90	6.57	Drivers Side Window	Proposer requests approval to provide driver's side window glazing material that is tempered, to match the side windows of the bus.	Approved
91	6.57	Driver's Side Window	The Proposer offers a driver's window with 75%, 1/4" laminated glass and an upper section that is 28% 5mm tempered. We request your approval.	Approved
92	6.58.3	Materials	Proposer requests additional details on this requirement, as the previous sentence states "Luminous transmittance shall be no less than 71 percent". Clarification is requested.	See Response Below: The maximum solar energy transmittance shall not exceed 44 percent as measure by ASTM E-424. Luminous transmittance shall be no less than 71 percent as measured by ASTM D-1003.
93	6.64	Air Flow Operators Area	Proposer requests approval to provide fresh air which is provided to the foot area only.	Approved
94	6.67	Roof Ventilators	The Proposer offers a CNG bus whereby due to the location of the HVAC system (front area of roof), only one roof ventilator located approximately over the rear axle can be installed. We request your approval.	Approved
95	6.70	Body Design	The Proposer offers a side battery door, engine door, and windshield washer door that are not hermetically sealed. The bottoms of these enclosures are open so water may leak out. We request your approval.	Approved
96	6.71.1	Exterior Panel Repair and Replacement	The Proposer offers one (1) fiberglass body panel of 20.3' long on the street-side and one (1) fiberglass body panel of 13.8' long on the curbside. We request your approval.	Approved
97	6.78	Bumper Location	Proposer requests approval to provide an esthetic bumper design. This includes a top, out edges of bumper 26.7" from the ground at a rolling radius of 19". Top, centerline of	Approved

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			the bus: 24.3" from the ground at a rolling radius of 19".	
98	6.79	Finish and Color	The Proposer's offer includes color impregnated gel-coat instead of a painted finish for exterior white panels. The Gel coated panels have no orange peel, minimize maintenance by providing ease of repair and eliminating the need to re-paint the bus. The appearance is rendered by exterior Fiberglass White Gelcoat panels color. We request your approval.	Approved
99	6.79	Finish and Color	The proposer would like to clarify that our buses are fully line assembled before painting process. Buses are then painted according to specifications and scheme, with need for some items to be masked or removed prior to paint application. We request approval	See Response Below: Acknowledged
100	6.79	Finish and Color	Proposer request to obtain the graphic design drawings (or a scheme) of the front, rear, both sides, and roof of the coaches <u>AND code of colors</u> for evaluation purposes? Proposer would like to know if there is only one paint scheme for BRT and transit buses . Please advise	See Response Below: The BRT buses and transit buses will have two different paint schemes. In putting together your Proposals, please provide an estimated range in cost for the specifications provided.
101	6.79	Finish and Color	Proposer request approval to offer our standard bus All White gel coat with Black outline of windows and Decals (instead of paint) for other colors, logos, numbering, signing and others.	See Response Below: The BRT buses and transit buses will have two different paint schemes. In putting together your Proposals, please provide an estimated range in cost for the specifications provided.
102	6.81.1	High and Low Beam	Proposer requests approval to provide headlights which are LED in both the low beam and high beams.	Approved
103	6.81.1	High and Low Beam	Proposer requests approval to provide a one piece assembly headlight with LED for both the low beam and high beam.	Approved
104	6.81.4	Clearance Lamps	Proposer requests approval to provide front marker (clearance) lights which are low profile, but not flush, and do not have protective shields.	Denied
105	6.81.7	Service Area Lighting (Interior and Exterior)	Proposer requests approval to provide power through a Vansco multiplex output that controls the supply of power to all service lights. The lights are not supplied power from individual multiplexing outputs that latch on. The lights are provided with maintained switches.	Approved

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
106	6.81.7	Service Area Lighting (Interior and Exterior)	The Proposer's bus has only the engine compartment lamps that are multiplexed. All other service lamps are controlled by on/off switches. We request your approval.	Approved
107	6.82	Interior Panels and Finishes General Requirements	Proposer requests approval to provide interior panels constructed of melamine and plastic for the pier panels and melamine and aluminum stainless steel leather grain for the sidewall panels. Proposer requests clarification that this does not include an enhanced pebble finish.	See Response Below: Individual trim panels and parts shall be interchangeable to the extent practicable.
108	6.83.2	Floor Panels	Proposer requests approval to provide a driveshaft access panel that is manufactured completely out of polyurethane and is not edge bound with trim. The panel has a recessed area which is covered in flooring material to match the bus interior. The flooring material in this area is secured using approved adhesive and is edge sealed using approved sealant.	Approved
109	6.84	Operator Area Barrier	The Proposer offers an operator's barrier that is not designed to support fire extinguishers or computers, however a fire extinguisher can be located on the floor between the operator's seat and the barrier. The operator's barrier is designed to be lightweight and serve as a conduit for pneumatic and electric lines. Other areas can be used for storing equipment. We request your approval.	Approved
110	6.85	Modesty Panels	Proposer requests approval to provide modesty panels which are resistant to vandalism.	Approved
111	6.85	Modesty Panels	Proposer requests approval to provide modesty panels aft of the rear door, and at the streetside rear riser, which extend slightly above the lower window line.	Approved
112	6.85	Modesty Panels	The Proposer's bus does not have grab rails on modesty panels at doorways. Instead, vertical stanchions are provided in close proximity to the exit and grab rails are provided on the slide-glide door panels. When the doors open, the passenger grabs hold of the grabrail located on the door panels, the modesty panel being then inaccessible because the slide-glide doors open toward the inside of the bus rather than the outside. We request your approval.	Approved



**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
113	6.87	Floor Covering	The Proposer offers a floor covering that is designed to maximize area covered and minimize joints. Transverse joints are however used at the junction with the rear podium and after the front wheelhouses. A longitudinal joint is used on the lower podium. We request your approval.	See Response Below: No specification for floor covering joints. Proposer may use manufacturer's recommended design.
114	6.89	Fare Collection	Proposer requests approval to provide fishwire and conduit provisions to meet this requirement. This will allow for the fare collection and validation equipment to be easily installed by the customer after delivery of the buses.	Approved
115	6.90	Passenger Seating Arrangements	Proposer requests acknowledgement that a minimum of six (6) seats will be lost to the installation of two (2) interior bike racks.	See Response Below: Acknowledged. Provide proposed seating arrangement in the Technical Proposal.
116	6.90	Passenger Seating Arrangements	The Proposer will use a bike rack similar to what is shown in "RFA#69 Att 6.90 Passenger Seating - Bike Rack" in lieu of the Sportworks Spinlock. This bike rack style will optimize interior space and maximize the seating capacity. We request your approval.	Approved
117	6.91.4	Overhead	The Proposer's bus does not have a horizontal assist above the streetside seat immediately behind the driver partition and forward of the front wheelhouse due to an interference with the radio equipment box. We request your approval.	Approved
118	6.91.4	Overhead	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
119	6.92.5	Door Height Above Pavement	The Proposer would like clarification on whether the bus doors need to open and close when the bus tires are touching a 14 in. high curb (as stated in the RFP) or an 8 in. high curb (as is the APTA requirement).	See Response Below: The bus doors need to open and close when the bus tires are touching a curb that is level with the step height of the bus. These buses will be used for BRT service, which will have level boarding platforms. The platforms will have a curb height taller than the standard 8 in. curb height. It is critical to coordinate the platform height, step height of the bus above the street, and door opening.

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
120	6.92.7	Door Actuators	The Proposer's bus's doors are pneumatically operated. Exhaust from the air door motors is not piped under the bus, 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 syste. We request your approval.	Approved
121	6.93.2	Wheelchair Accommodations	Proposer requests clarification as to whether a second wheelchair securement location is require on the BRT option.	See Response Below: A second wheelchair securement location is required on the BRT Option. Wheelchair loading positions shall comply with ADA requirements for transit vehicles. One forward facing wheelchair securement device is required. The second wheelchair securement device shall be fully automatic and allow passengers in a wheelchair to secure themselves without requiring driver assistance.
122	6.93.3	Interior Circulation	The Proposer's bus, when the 2 wheelchair positions are occupied (Streetside and Curbside) behind the front wheelhouse, and considering a standardized 30 x 48 inch mobility device/wheelchair, has a remaining aisle width of no less than 16 inches. We request your approval.	Approved
123	6.95	Passenger Information and Advertising	Proposer requesting: Is frame required or just space to install a frame?	See Response Below: Frame is required.
124	6.97	Public Address System	Proposer requests clarification that an option for active noise cancellation is not available. The Avail system does have a gain control microphone that would monitor the ambient noise levels on the interior of the bus and adjust the interior speaker volume as required.	See Response Below: Acknowledged. Microphone shall be compatible with Avail system.
125	6.97	Public Address System	Questions/clarification or approved equal: Proposer requests approval to provide total impedance between 4-8 ohms due to the interior speaker interface connections.	See Response Below: Acknowledged. Manufacturer's recommended design should be used.
126	6.98	Radio Handset and Control System	Proposer requesting to know what is the systems these items are connected to.	See Response Below: Avail closed mic system is used. No requirement for a radio handset. A gooseneck microphone that is compatible with Avail's system shall be used.

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
127	6.100.1	Event Data Recorders	<p>Operator Terminal – is this for the Bus Operator? kindly specify which system this will be part of</p> <p><u>In Vehicle Control Unit</u> – What exactly is this unit? Is this an Ethernet switch? Or an ITS Controller/ Computer? It is not clear from the diagram. If it is an ITS controller/ computer please specify which.</p> <p><u>WAP</u> – is this some kind of router?</p> <p><u>The items with dashed lines</u> – Kindly clarify what does this represent? Are these systems that will be installed later?</p>	<p>See Response Below:</p> <p>Operator Terminal – this is the bus human interface (what the driver sees and touches).</p> <p>In Vehicle Control Unit – this is the brains/CPU/processor/etc. It can also be an integral part of the operator terminal</p> <p>WAP – stands for Wireless Access Point. This is the same as the antenna on a router. It is called a WAP if it is separate from the router and connected by an ethernet cable.</p> <p>Dashed Lines – The dash boxes on hardware components that are not in scope, but require provisions to be added later (such as conduit and fish-wire). The dashed connected lines are communications connective that are not in scope, but for which there should be spare ports to connect later.</p>
128	6.100.1	Event Data Recorders	<p>Please clarify what the ATMS is and who supplies it and the MDT</p> <p>Please clarify what video system inputs you are expecting the EDR to record</p>	<p>See Response Below:</p> <p>ATMS and MDT - Computer Aided Dispatch (CAD), Automatic Vehicle Locator (AVL), and Automatic Passenger Count (APC) is provided through Avail. The Proposer is responsible for providing an ITS solution that is compatible with the ITS components. The EDR should receive an input from the surveillance system that allows video clips to be associated with an event.</p>
129	6.100.2	Camera Surveillance system	<p><u>Fully redundant removable RAID data packs shall be provided as an option</u> : Proposer need clarification is this going to be required as a priced option on the Pricing sheet?</p>	<p>See Response Below:</p> <p>Yes</p>
130	6.100.2	Camera Surveillance system	<p>a-<u>Optional management software</u> : Proposer need clarification Is this going to be required as a priced option on the Pricing sheet?</p> <p>b-<u>Options for archiving/retrieving video</u> : Proposer need clarification Is this going to be required as a priced option on the Pricing sheet?</p>	<p>See Response Below:</p> <p>a-Yes</p> <p>b-options for archiving and retrieving videos are not a separate item. The formats listed are minimum requirements.</p>

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
131	6.100.2	Camera Surveillance system	a-Table 9 ; Exterior curb-side camera , built in mic : Proposer requesting to change Built-In-Mic to “no” as per Apollo’s indications b-Table 9 ; Exterior street-side camera , built in mic : Proposer requesting to change Built-In-Mic to “no” as per Apollo’s indications	Approved
132	6.100.4	Automatic Vehicle Annunciator (AVA)	Proposer request to specify the supplier of the AVA system you require	See Response Below: Avail
133	6.100.5	Automatic Passenger Counter (APC)	Proposer require to specify the supplier or the make and model of the APC system you require	See Response Below: Avail
134	7.1.1.5	Emission Control System (ECS)	Proposer requests approval to provide a Cummins emission control system manufacturer warranty of 5 years / 100,000 miles (whichever occurs first). Please refer to the attached Cummins Warranty parchment for the applicable terms, conditions and exclusions. For components not supplied by Cummins (e.g. exhaust system piping), Proposer provides a warranty of 1 year / 50,000 miles (whichever occurs first).	See Response Below: Offered warranty will be considered during Proposal evaluation.
135	7.1.1.9	Extension of Warranty	Proposer requests approval to provide the industry standard of providing the remainder of the expired warranty period for any component, unit or subsystems that is repaired, rebuilt or replaced by the Contractor.	Approved
136	7.1.3.1	Pass-Through Warranty	Proposer requests clarification that 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, Proposer requests a waiver to transfer the responsibility of administering warranty repairs to the supplier for all the major components, including engine, transmission, HVAC, destination signs and low voltage batteries.	See Response Below: Warranties supplied by OEM’s shall be included in the Technical Proposal.
137	7.1.3.1	Pass-Through Warranty	Certain suppliers such as: Cummins, Allison, ZF and others request direct warranty process with the agency. We cannot by-pass the suppliers warranty claim process and consequently, we respect these supplier agreements regarding warranty process in terms of delegated responsibility.	See Response Below: Warranties supplied by OEM’s shall be included in the Technical Proposal.

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
138	7.1.3.1	Pass-Through Warranty	We would like to clarify that the following major component equipment suppliers "engine, transmission, HVAC and destination sign" mandate that all warranty repairs be performed by an authorized dealer of the components. If the property elects to perform these repairs without the written permission of the original equipment manufacturer, the remaining warranty coverage may be void. We respect these supplier agreements regarding warranty process in terms of delegated responsibility.	See Response Below: Warranties supplied by OEM's shall be included in the Technical Proposal.
139	7.1.4.1	Occurrence and Remedy	Proposer requests approval to provide fleet defect coverage for the limited base bus warranty period of 1 year / 50,000 miles (whichever occurs first). Proposer requests clarification that this does not apply to normal wear and tear items or major components engine, transmission and HVAC. Major component manufacturers will not recognize and/or participate in fleet defect clauses. However, if the fleet defect percentage is reached in a major component, Proposer will fully support and assist with obtaining a remedy from the major component manufacturer.	See Response Below: Approved to provide fleet defect coverage for the limited base bus warranty of 1 year / 50,000 miles. It is acknowledged that this does not apply to normal wear and tear items. For major component manufacturers that do not participate in fleet defect clauses, and in the event that a defect percentage is reached in a major component, the bus manufacturer shall assist in seeking a remedy.
140	7.1.4.2	Exceptions to Fleet Defect Provisions	Since, major components manufacturers such as engine, transmission and HVAC may not recognize and/or participate in fleet defect clauses, Proposer request to exclude them from the fleet defect clause. These major components may not recognize and/or participate in fleet defect clauses.	See Response Below: For major component manufacturers that do not participate in fleet defect clauses, and in the event that a defect percentage is reached in a major component, the bus manufacturer shall assist in seeking a remedy.

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
141	7.2.1	Repair Performance	<p>It is Proposer's priority to ensure that all warranty covered repairs are completed by the appropriate party in order for Birmingham to receive the highest quality, least expensive and most efficient outcome possible. With this goal in mind Proposer is requesting your approval on the following solutions:</p> <p>Minor major warranty covered repairs should be carried out by the property and reimbursed by the contractor through iWarranty. Proposer is available to assist in completing these warranty covered repairs when it is beyond the property's scope of expertise.</p> <p>Major component warranty repairs should be carried out by the equipment suppliers engine, transmission, HVAC and destination sign suppliers in order to adhere to their mandate that all warranty repairs be performed by an authorized dealer, unless the property is an authorized warranty center. If the property elects to perform these repairs, without the written permission of the original equipment manufacturer, the remaining warranty coverage may be voided.</p>	Approved
142	7.2.2	Repairs by the Contractor	<p>The Proposer service team will always strive to solve your problems and get your bus up and running as fast as possible. When available, using the property's space to complete repairs is the best location to complete said repairs in a timely fashion. Proposer requests approval to provide Birmingham with spare parts and tools required to complete warranty repairs, and whenever possible, to complete those repairs in Birmingham's shop space.</p>	Approved
143	7.2.3.5	Reimbursement for Labor and Other Related Costs	<p>Proposer requests approval to cover towing costs for 1 year / 50,000 miles (whichever occurs first). This coverage is in line with the base bus warranty period.</p>	Approved
144	7.2.3.5	Reimbursement for Labor and Other Related Costs	<p>Can you please specify the labor rate?</p>	See Response Below: \$33.00 per hour
145	7.2.3.6	Reimbursement for Parts	<p>Proposer requests approval to reimburse Birmingham 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.</p>	Approved

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
146	7.2.4.1	Warranty Processing Procedures	Due to the unpredictable nature of Road Calls and Troubleshooting Times, and difficulty in predicting the cost impact during the bid stage, Proposer requests approval to follow the industry-standard to not provide reimbursement for Roadcalls.	Approved
147	7.2.5	Forms	We wish to clarify that electronic form is available. We will use our own electronic system to submit claims as we have our own efficient electronic claim system.	See Response Below: Acknowledged
148	7.2.7	Timeframe	Proposer's online warranty system, iWarranty, enables customers to submit warranty claims more quickly and efficiently, and also allows Proposer warranty claim administrators to process the claims even faster. Because of the efficiencies gained from using iWarranty, Proposer requests your approval to submit all warranty claims through the iWarranty system. Please note that Proposers warranty claim period is 30 days from the date of failure and any claims submitted later than 30 days, will automatically be denied. This claim period supports our goal of getting buses back up and running as soon as possible, and enables us to submit the claims to the supplier sooner for reimbursement.	Approved
149	7.2.7	Timeframe	Proposer requests approval to have all failed components returned to Proposer within 45 days from the date of failure. Proposer has added an additional 15 days to the standard 30 day warranty claim period to allow for time expended in locating and shipping replacement parts and for the convenience of returning multiple failed parts to Proposer in one shipment.	Approved

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
150	7.3	City Specific Provisions	<p>Can you please specify how to complete the table in section 7.3?  Do we fill the column "Score" or is it the City who will rate it?  In the "initial warranty offering" column, do we fill the supplier base offer or our base offer? If we put our base offer do we put the price of the cost of the warranty in "Additional Warranty Cost"? For example a 5 years /300 000 miles can be offer in the base offer to the City but it may come with an additional cost as this is not the base warranty of the supplier, but would be an extended warranty that comes with a cost. The score would be 2, but the extended warranty will come with additional cost.  Can you also explain what to describe in column "labor (If different)"?</p>	<p>In the left column "Initial Warranty Offering" indicate the months/miles the initial warranty is offered for Parts &amp; Labor. Only fill in the right column "Initial Warranty Offering" if labor is offered for a different month/miles warranty period.  Do not fill in the column "Score". This is for evaluation purposes. The Initial Warranty columns should indicate the warranty that is provided at no additional cost.  In the column "Extended Warranty Offering" indicate the additional warranty that can be provided at an additional cost. Indicate the additional cost in the column "Additional Warranty Cost"</p>
151	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow:  "[...] Cooling System Including EMP   24/ UNL [...]"  We wish to clarify that our cooling system does not include an EMP.</p>	See Addendum
152	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 2 years /unlimited warranty on the following items:  "[...] Cooling System   24/ UNL [...]"  "[...] Charge Air Cooling System   24/ UNL [...]"  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Approved
153	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 1 year/100 000 miles warranty on the following item:  "[...] Engine Starter   12/ 100K [...]"  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Approved
154	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 2 years/100 000 miles warranty on the following item:  "[...] Hydraulic System   24/ 100K [...]"  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Approved



**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
155	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 2 years/unlimited warranty on the following item</p> <p>"[...] CNG Fuel System   24/ UNL [...]"</p> <p>"[...] CNG De-Fueling Fuel System   24/ UNL [...]"</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied
156	7.3	City Specific Provisions	<p>We request your approval to read the section 7.1.1.5. and 7.3 as follow to offer a 5 years/ 100 000 miles warranty on the following item</p> <p>"[...] warrants the emission contral system for five years or 100,000 miles [...]"</p> <p>"[...] Exhaust System   60/ 100K [...]"</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Approved
157	7.3	City Specific Provisions	<p>We wish to clarify that the chassis suspension is covered in section 7.1.1.3 "Body and Chassis Structure". This is included in "structural elements of the suspension".</p>	See Response Below: Acknowledged
158	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 2 years/unlimited warranty on the following items:</p> <p>"[...] Springs and Shock Absorbers   24/ UNL [...]"</p> <p>"[...] Kneeling Valve   24/ UNL [...]"</p> <p>"[...] Brakes (except friction material)   24/ UNL [...]"</p> <p>"[...] Pneumatic System   24/ UNL [...]"</p> <p>"[...] Air Lines and Fittings   24/ UNL [...]"</p> <p>"[...] Air Compressor   24/ UNL [...]"</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Approved
159	7.3	City Specific Provisions	<p>"[...] Friction Material   60K [...]"</p> <p>We wish to clarify our prorated coverage in document "Friction Material Warranty prorata Birmingham 2018.pdf".</p> <p>We also request your approval to exclude this item from section 7.1.4. "Fleet Defects".</p>	Approved

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
160	7.3	City Specific Provisions	We request your approval to read the section 7.3 as follow to offer a 1 year/50 000 miles warranty on the following item: "[...] Air Reservoirs   12/ 50K [...]" We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.	Approved
161	7.3	City Specific Provisions	We request your approval to read the section 7.3 as follow to offer a 2 years/ 200 000 miles warranty on the following item We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers "[...] Air System dryer   24/ 200K [...]"	Approved
162	7.3	City Specific Provisions	We request your approval to read the section 7.3 as follow to offer a 1 year/50 000 miles warranty on the fire suppression sensors: "[...] Fire Protection (except sensors)  36/ UNL [...]" "[...] Automatic Fire Suppression System (AFSS) (except sensors)    36/ UNL [...]" "[...] Fire Protections sensors  12/50K [...]" We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers	Denied
163	7.3	City Specific Provisions	144 months / 500 000miles on Operator Platform and Farebox Platform and Battery Compartment. We wish to clarify that this items are covered in section 7.1.1.3 "Body and Chassis Structure". Only the parts welded to the structure are warrant. The farebox riseur is not included in the warranty.	See Response Below: Acknowledged
164	7.3	City Specific Provisions	We request your approval to read the section 7.3 as follow to offer a 1 year/unlimited warranty on the following item: "[...] Bike Rack   12/ UNL [...]" We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.	Approved
165	7.3	City Specific Provisions	"[...] Finish and Color   144/ 500K [...]" Does it concern interior or exterior finish? Which parts of the bus? Can you please give us more details. Can you please specify what is the requirement?	See Response Below: This warranty covers the items specified in Section 6.79 Finish and Color.

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
166	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 12 years/ 500 000 miles parts only warranty on the following item:</p> <p>"[...] Exterior lighting   144/ 500K [...]" PARTS ONLY</p> <p>"[...] Passenger Interior lighting   144/ 500K [...]" PARTS ONLY</p> <p>"[...] Operator/ Interior lighting   144/ 500K [...]" PARTS ONLY</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Approved
167	7.3	City Specific Provisions	<p>"[...] Interior Panels   60/ UNL [...]"</p> <p>Can you please specify what the requirement is?</p> <p>Can you please define against kind of failure it will be warrant?</p>	See Response Below: The warranty covers any failures beyond normal wear and tear.
168	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 1 year/ 50 000 miles warranty on the following item:</p> <p>"[...] Operator Barrier and Schedule Holder   12/ 50K [...]"</p> <p>"[...] Passenger Assists   12/ 50K [...]"</p> <p>"[...] Operator's Controls   12/ 50K [...]"</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied
169	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer the supplier warranty on the following item:</p> <p>"[...] Passenger Seating   * [...]"</p> <p>"[...] Seating Construction and Materials   * [...]"</p> <p>*metal components- 5 years  plastic components- 3 years  moving components - 3 years  upholstry components- 1 years</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
170	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer the supplier warranty on the following item:  "[...] Passenger Seating   * [...]"  "[...] Seating Construction and Materials   * [...]"  *5 years - Parts ONLY  2 years - Parts and LABOR  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied
171	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 2 years/ unlimited Parts only warranty on the following item:  "[...] Loading System   24/ UNL PARTS ONLY [...]"  "[...] Wheelchair lift / ramp system   24/ UNL PARTS ONLY [...]"  (First year will be parts and labor )  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.  We also wish to clarify that the ramp system is not included in the structure. The warranty coverage can't exceed 24 months.</p>	Denied
172	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer the supplier warranty on the following item:  "[...] Operator's Seat   * [...]"  *2 years - on seat  1 year - on foam  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied
173	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 2 years/ unlimited warranty on the following item:  "[...] Alternator   24/ UNL [...]"  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied
174	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 1 year/ 50 000 miles warranty on the following item:  "[...] Batteries   12/ 50K [...]"  We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied

**Responses to Questions**

No.	Section	Section Title	Question, Clarification, or Approved Equal	Response
175	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 2 years/ unlimited warranty on the following item:  "[...]Digital Video System   24 /UNL [...]"  "[...]Camera Enclosures   24 /UNL [...]"  "[...]Networked Video Recorder   24 /UNL [...]"</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Approved
176	7.3	City Specific Provisions	<p>We request your approval to read the section 7.3 as follow to offer a 1 year warranty on the following item:  "[...] Integrated Systems   12 /UNL [...]"  "[...] ITS /Radio Com. Intelligent Transportation System (ITS)   12 /UNL [...]"  "[...] Digital Removable Drive / Disk Storage Media   12 /UNL [...]"  "[...] Audi Microphone   12 /UNL [...]"  "[...] Global Positioning System   12 /UNL [...]"  "[...] Wireless Capability / Bus Mounted Data   12 /UNL [...]"</p> <p>We offer this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied
177	9.6	Vehicle Pricing Schedule	<p>Price Schedule is for BRT system only, Proposer request clarification if form for transit buses should be duplicated and used.</p>	See Addendum
178	Attachement A	New Bus Manufacturing Inspection Guidelines, Vehicle Inspections, Water Test Inspection	<p>The proposer would like to clarify that our standard water test inspection procedure is performed with <u>access doors opened</u>... This is our proven and standard procedure. We request your approval.</p>	See Response Below: Acknowledged