Capital Area Transportation Authority

AMENDMENT NO. 3 TO SOLICITATION
LARGE (40' & 60') HYBRID BUS PURCHASE

1. AMENDMENT NO:	2. SOLICITATION NO:	3. SOLICITATION NAME:	4. AMENDMENT DATE:
3	RFP 2017-122	LARGE HYBRID BUS PURCHASE	October 27, 2017

5. ISSUED BY

Capital Area Transportation Authority
Purchasing and Contracts Department
4615 Tranter Street
Lansing, MI 48910

PLEASE NOTE: Contractor is required to sign this document and return it with the bid/proposal/quote.

6. DESCRIPTION OF AMENDMENT:

a. Attached are vendor questions and answers from CATA.

b. Attached are Approved Equals submitted by Vendors.

c. All other terms and conditions remain unchanged.

NAME / TITLE OF OFFEROR (Type or Print)	COMPANY NAME
(Signature of person authorized to sign)	(Date Signed)

Date: October 27, 2017

Re: CATA Responses to Vendor Questions
CATA RFP 2017-122, Large Hybrid Bus Purchase

I. QUESTIONS AND ANSWERS

Q: In section 7.7.3, CATA states that "Donaldson air filter systems will not be acceptable to CATA." The Proposer wishes to know if that means that no approved equal will be granted for Donaldson air cleaner system even if the system in question does meet all the technical requirements listed in section 7.7.3?

A: CATA will accept submissions of approved equals.

Q: For brand names listen in the RFP and for which the wording "or approved equal" is absent, will CATA still grant approved equals to different brand names? Examples:

Section 11.2 "The front axle shall be a solid beam type M.A.N. axle with air suspension capable of supporting all dynamic and static tests placed upon it which do not exceed the GVWR."

Section 4.3.4 "The floor covering will be RCA Rubber."

A: For the specific instances listed:

Section 11.2 – CATA will accept submissions for approved equals.

Section 4.3.4 – CATA will accept submissions for approved equals.

Q: In section 17.1 CATA writes, "Electric assisted power steering is an acceptable system that CATA is requesting and optional proposal for." The Proposer wishes for confirmation as to whether the request for an alternate proposal of an electric assisted power steering is a mandatory option of the proposal.

A: The option for electric assisted power steering is a mandatory option for the proposal.

Q: In paragraph 1-G “Questions / Changes to the RFP”, it is mentioned that no change will be made to the RFP after the questions period. Shall we assume that following the RFA period, no further deviations will be accepted? Are you expecting a fully compliant bid?

A: This assumption is correct. CATA will expect a fully compliant bid.

Q: In Section 2, 2-B and 2-C “Scope of Work”, and in “Technical Specification”, paragraph 1-1 “Scope”, there appears to be confusion in the number of buses CATA plans on purchasing. Could you confirm the number of buses CATA plans on purchasing on base order and options?

A: This has been addressed in Amendment 1 to the RFP, released 9/6/17.

Q: For the delivery of the first batch of (9) buses, do you have a desired timeline? Is it possible to know how many 40ft and 60ft buses you plan on ordering for this first order? This will impact significantly production schedules.

A: CATA would like production on the first batch of buses to begin as quickly as possible; CATA has not set a timeline, but expects the Proposer to give a realistic timeline in their proposal.

Q: No price schedule for base bus order or bus options are provided. Do you plan on providing price schedule to fill out? Do you want specific pricing on some options we could offer for your buses?

A: CATA does not plan to release a pricing schedule at this time.

Q: In section 1-M “Selection Criteria”, no weight for each selection criteria is provided. Shall we understand that the shown criteria are in order of importance, or is price your main selection criteria?

A: As stated in Section 1/M of the RFP: “Responses to this RFP will be evaluated based upon the following factors as presented in the respondent’s proposal. <u>These are not listed in order of importance</u>”.

Q: In Appendix A, “General Terms & Conditions”, item 22, “Liquidated Damages”, no value for liquidated damage is shown. Can we submit a liquidated damage value for consideration?

A: As stated at the beginning of Appendix A, “The… terms and conditions will be a part of the contract awarded”. It will not be required for the respondent to submit a liquidated damage value in any proposal.

Customer :	**CATA**
Request #:	# 2017-122

TECHNICAL Request for Approve Equal (RFA) and Questions (?)

					RFA status / Answers	
Number	**Section**	**Bid Reference Page**	**Description**	**Proposed Approved Equal / Justification**	**Approval Status**	**Comments / Answer**
RFA # 1	7.7.3	63	Donaldson air filter systems will not be acceptable to CATA.	The proposer's design comes equipped with a Donaldson air cleaner system for which we request approval. The Donaldson air cleaner system for which we request approval is a Cummins approved air filter compliant with Cummins specification AEB 21.10 for use on their engine.	Approved	
RFA # 2	11.1 FRONT AXLE 11.4 CENTER AXLE (60' BUS) 12.0 REAR AXLE	68	11.2 The front axle shall be a solid beam type M.A.N. axle with air suspension capable of supporting all dynamic and static tests placed upon it which do not exceed the GVWR. Center axle shall be a heavy duty M.A.N. type or approved equal. 12.1 The rear axle shall be a heavy-duty low profile planetary hub type M.A.N. axle, model H07-11120-06/10 or approved equal.	The Proposer requests approval to offer ZF axles in lieu of M.A.N. The proposed front axle is the ZF RL-85and the proposed middle and rear axles are ZF AV-133	Approved	
RFA # 3	4.3.4	68	The floor covering will be RCA Rubber.	The Proposer uses Gerflor Tarabus floor coverings, a material which provides non-slip surface and high durability. For more information, please refer to attachment **CATA_40ft_hybrid_att_2_Floor Covering**	Approved	
RFA # 4	27.2	76	A Vansco programmable control system, or approved equal shall be provided.	The Proposer requests approval to offer its proprietary VBEA multiplex system. Please refer to **CATA_40ft_hybrid_att_3VBEA_General_Description** for more information on the multiplex system.	Approved	
RFA # 5	7.3.7	61	The cooling systems shall be EMP TK unit, or approved equal	The Proposer requests approval offers its proprietary Modine e-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. Our cooling system is installed on the roof at the rear of the bus. Please refer to C**ATA_40ft_hybrid_att_1_Nova eCooling** system for more information	Approved	
RFA # 6	4.1 FLOOR	38	4.1.1 The floor shall be made of ¾ inch thick seven ply Douglas Fir, Premium DGPA, Grade AB, marine plywood.	We request approval for our composite subfloor which is manufactured by René Composites. This composite floor consists of a foam-filled, honeycomb core, encapsulated in glass reinforced, unsaturated polyester resin; manufactured by a vacuum-assisted, resin infusion process. This makes it much stiffer than plywood and 31% lighter than ACQ plywood, with the same thickness. The flooring reduces thermal energy transmission by 60% and is self-insulating. It is durable, will not rot, warp, mildew, split or delaminate due to water exposure. The flooring is also impervious to insects and termites. For more information, please refer to **CATA_40ft_hybrid_Composite Flooring**	Approved	

Item	Pa	Section # / Title	Specification Wording	New Flyer Request for Approved Equal	Attachments
1	10	2-F Deliverables	All diagnostic equipment and software	New Flyer requests approval to supply a shopping list of recommended diagnostic equipment, and said list be priced separately from the bus, as the number of buses may vary from the base order to each option. This will ensure proper costing on any additional orders.	Denied
2	16	9. DELIVERY EXTENSION AND DELAYS 11. INSTALLATION EXTENSION AND DELAYS 27. EXCUSES FOR FAILURE TO PERFORM OR DELAYS	Entire Sections	New Flyer requests approval to add the following wording to these sections: …including, but not limited to, natural disasters, floods, fires, acts of war or terrorism, labor shortages, strikes or lock-outs or shortages or loss of transportation…	CATA will review the alternative language when proposals are received.
3	16	19. INDEMNIFICATION	(a) From any and all claims by persons, firms, or corporations for labor, materials, supplies, or services provided to the Contractor in connection with the Contractor's performance of the contract; and (b) From any and all claims for injuries to or death of any and all persons, for loss of or damage to property, for environmental damage, degradation and response, and cleanup costs, and for attorney fees and related costs arising out of, under, or by reason of the Contractor's negligent performance of the contract.	New Flyer requests approval to modify this section to read as follows: (a) From any and all **proven third party damages resulting from** ~~claims~~ proceedings brought by… (b) From any and all **proven third party damages resulting from** ~~claims~~ proceedings brought by…	CATA will review the alternative language when proposals are received.
4	17	26. OWNERSHIP OF DOCUMENTS	Entire Section	New Flyer requests approval to add the below language after the first two sentences: Notwithstanding any wording in this section, "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, CATA 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 work product. ...	CATA will review the alternative language when proposals are received.
5	19	4. RECORDS/AUDITS	The Contractor shall maintain complete and accurate books, documents, papers, accounting records, and other evidence with respect to allowable costs incurred and manpower expended under this contract	New Flyer requests approval to insert the below language as the second sentence: CATA and its representatives and agents agree to enter into a confidentiality agreement with the Protects New Flyer proprietary interests in the event of audit/access. Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor's information.	CATA will review the alternative language when proposals are received.
6	31	1.6.3 WORKMANSHIP	All bolts passing through wood will be cadmium plated or approved equal.	New Flyer requests approval to provide stainless steel screws for plywood flooring application.	Approved

7	31	1.6 WORKMANSHIP	All wood will be filled, sealed, and finished in a professional manner.	New Flyer requests approval to provide Greenwood Forest, NT ACQ Bus panel which does not require sealing of cut edges as it is developed to assure full penetration and retention of ACQ, the environmentally-friendly preservative that prevents decay and insect damage.	Approved
8	32	2.1.3 DIMENSIONAL LIMITS	Overall Height 124.0 inches (With tires properly inflated and no load on the suspension)	New Flyer requests approval to provide a bus with an overall height of 130".	Approved
9	32	2.1 DIMENSIONAL LIMITS	Middle Door 44.0 inches 48.0 inches	New Flyer requests approval to provide a clear opening of 40.7".	Approved
10	32	2.1 DIMENSIONAL LIMITS	Rear Door 44.0 inches 48.0 inches	New Flyer requests approval to provide a clear opening of 40.7".	Approved
11	32	2.1.9 Interior Dimensions	(a) Headroom (Center of aisle in the middle of bus) 76.0 inches 82.0 inches	New Flyer requests approval to provide 96" of headroom at the center of the bus.	Approved
12	32	2.1.11 Interior Dimensions	Turning Radius 39.9 ft (Both wheels track and outside bumper)	New Flyer requests approval for an outside turning radius of 44'.	Approved
13	32	2.1.12 Interior Dimensions	Gross Vehicle Weight 29,500lbs	New Flyer requests approval to remove this requirement. A preliminary weight estimate of the proposed 60' bus is ~43000 lbs.	Approved
14	32	2.2.3 Interior Dimensions	Overall Height 124.0 inches(With tires properly iNew Flyerlated and no load on the suspension)	New Flyer requests approval to provide a bus with an overall height of 130".	Approved
15	32	2.1.9 Interior Dimensions	Rear Door 44.0 inches 48.0 inches	New Flyer requests approval to provide a clear opening of 40.7" for a wide exit door or a clear opening of 30.3" for a medium exit door (as provided on your most recent builds)	Approved the 40.7 as long as it does not change seating.
16	32	2.2.9 Interior Dimensions	(a) Headroom (Center of aisle in the middle of bus) 76.0 inches 82.0 inches	New Flyer requests approval to provide 96" of headroom at the center of the bus.	Approved
17	32	2.2.11 Interior Dimensions	Turning Radius 42 ft (Both wheels track and outside bumper)	New Flyer requests approval for an outside turning radius of 44'.	Approved
18	32	2.2.12 Interior Dimensions	Gross Vehicle Weight 26,500lbs	New Flyer requests approval to remove this requirement. The average weight of your most recently delivered order was 29,665 lbs.	Approved

19	34	3.2.1 VEHICLE CONSTRUCTION	The bus body will be made of rectangular galvanized steel tubing welded together to form a solid frame.	New Flyer requests approval to provide a basic structural frame constructed of high tensile steel plate, grade and tube ASTM A36 and CSA G40.21-44W for structural strength. Interior and exterior structural components are subject to New Flyer's extensive standard corrosion protection procedures. Please refer to the attached information.	Approved SIB-400-001-X-40' Partial Stainless Steel Structure
20	35	3.3 EXTERIOR PANELS	All exterior panels shall be smooth and free of wrinkles and dents. The design and attachment of the exterior panels should allow for easy replacement and/or replacement of the individual panels. The exterior panels may be made of aluminum of a thickness not less than .0598 inches thick or of stainless steel of a thickness not less than .0394 inches thick or an approved fiberglass material secured to frame by corrosion resistant fasteners.	New Flyer requests approval to provide a combination of aluminum and fiberglass exterior panels that are bonded in place. Mechanical fasteners are not used to mount the exterior panels.	Approved
21	36	3.8.2 BUMPERS	The bumpers shall measure at least twelve (12) inches, but not more than fourteen (14) inches in height and project at least two (2) inches, but not more than eleven (11) inches ahead of the foremost part of the body of the bus.	New Flyer requests approval to provide a front bumber that measures up to 14.63" in height at the corners of the bus (reference drawing 393340) and a rear bumper that measures down to 11" at the centerline (reference drawing 503517).	Approved 393340 503517
22	37	3.10.1 JACKING POINTS	The bus axles or jacking plates shall accommodate the lifting pads of a three hoist post Jacking plates, if used as hoisting pads, shall be approximately 2.5inches square or round, with a turned-down flange not less than 1/4 inch deep on each side to prevent the bus	New Flyer requests approval to provide 4" round jacking pads.	Approved
23	37	3.12 RADIO/GPS ANTENNA PANEL	The antenna access panels will be located approximately four (4) feet from the front of the bus.	New Flyer requests approval to provide roof antenna access panels that area approximately 3.5 feet from the front of the bus, same as provided on your previous Xcelsior builds. Access panel locations are limited by the roof top RLF HVAC unit and the escape hatch.	Approved
24	38	3.14.2 WATER TEST	The nozzles that deliver the water for the test must be capable of ejecting a total volume of no less that fifty (50) gallons per minute at a pressure of no less than fifteen (15) pounds per square inch measured at each nozzle tip.	New Flyer requests approval of our standard water test which is performed using a 1.8 gallon/minute volume with a nozzle pressure of 35-40 psi. This test test represents a 95th percentile rain fall and mimics a 4.6"/hr rain fall rate.	Approved

25	38	4.1.1 FLOOR	The floor shall be made of 3/4 inch thick seven ply Douglas Fir, Premium DGPA, Grade AB, marine plywood. The Grade A of the plywood flooring is always on the upside.	New Flyer requests approval for Greenwood Forest Products, XL ACQ Bus Panel ¾ in. Plywood. This plywood is specifically designed to eliminate rot and insect damage and is warranted for twelve (12) years. Please refer to the attached for additional information.	Approved SIB-450-001-X-Flooring
26	38	4.1.2 FLOOR	All edges of the plywood will be treated with waterproof sealer and treated with chemical wood preservatives to inhibit rot, mold, and attack of termites.	New Flyer requests approval to remove this requirement as the proposed Greenwood Forest Products, XL ACQ Bus Panel ¾ in. Plywood is specifically designed to eliminate the need for additional sealants and chemical treatment.	Approved
27	38	4.2 FLOOR CONTOUR	If the floor is raised, a maximum of two step risers will be provided for each step riser no higher than seven inches.	New Flyer requests approval to provide a rear step height of 8.45" from the lower deck floor to the first step to the rear riser.	Approved
28	38	4.2 FLOOR CONTOUR	As a safety precaution, yellow nosings will be provided and the entire first step shall be yellow.	New Flyer requests approval to provide a rear riser in which the nosing and vertical surface of the steps are yellow and the horizontal surface of the step is flooring material to match the rest of the flooring.	Approved
29	38	4.2 FLOOR CONTOUR	If the drivers platform is raised more than ten (10) inches, a notch or foothold shall be provided to aid the driver in safely accessing drivers compartment.	New Flyer would like to clarify that if the farebox is to be mounted directly to the floor without a farebox pedestal per section 5.11.1, then there will not be a foothold to aid the driver in stepping up to the driver's platform. This matches what was provided on your previous Xcelsior build.	Denied Needs to be step up which will be approved by CATA.
30	38	4.2 FLOOR CONTOUR	The floor shall have a slight slope to allow water to drain and not to collect or form puddles anywhere in the drivers compartment.	New Flyer requests approval for a the driver’s floor which, by design, is not sloped. However, collected moisture would drain during the ingress and egress of passengers as the bus is kneeled or from the natural movement of the bus. This is inherent in the design and is the same as the last order for	Approved
31	38	4.2 FLOOR CONTOUR	The stainless steel shall be insulated by rubber or foam backing to insure the strip does not squeak or rattle.	New Flyer requests approval to use double sided tape as backing to ensure proper mounting of the SST trim.	Approved
32	39	4.3.1 FLOOR COVERING	The floor covering shall be attached continuously to the sub-flooring by waterproof adhesive without voids.	New Flyer requests approval to provide flooring which shall be attached continuously to the sub-flooring using water based adhesive without void.	CATA will review the alternative when proposals are received.

33	39	4.3.2 FLOOR COVERING	All seams and interfaces with the walls, wheel houses, etc, will be covered with trim that will provide a floor that is free of tripping hazards and is easy to clean by dry and wet wash methods with cleaning solutions.	New Flyer requests approval for floor seams at the wheelhouses that are butt-sealed and not covered in trim.	Denied
34	39	4.3.3 FLOOR COVERING	Silicone caulking will be used at any and all points where moisture may enter the flooring.	New Flyer requests approval to use Dolphin, a thermoplastic rubber sealant, which is our standard product used for RCA flooring	Approved
35	39	4.3 FLOOR COVERING	The color of the flooring will be TR852 Blue from the standee line to the rear of the bus.	New Flyer requests approval to provide the articulating joint area of a 60' bus with black non-aggregate anti- slip coating.	Approved
36	39	4.3.5 FLOOR COVERING	The front entrance platform area from the top step tread to center aisle shall be covered with RCA Rubber TR852 ribbed flooring material not less than 5/16 inch thick.	New Flyer requests approval to provide 3/16-inch thick RCA TR852 rubber flooring material for the center aisle area.	Approved
37	39	4.3 FLOOR COVERING	A six inch metal backing will be provided under the standee edge line.	New Flyer requests approval to provide our standard metal backing under the standee line which shall be approximately three (3) inches wide.	Approved
38	40	4.4.3 FLOOR INSPECTION PLATES	The border of the inspection plates shall be made of stainless steel.	New Flyer requests approval for 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. This is the same as provided on your previous Xcelsior builds	Approved
39	40	4.5 MODESTY PANELS	These panels will be similar in construction to the modesty panel immediately behind the Driver.	New Flyer requests approval to provide modesty panels made from 3/8" melamine, same as provided on your previous Xcelsior builds. New Flyer would also like to clarify that the driver's barrier is incorporated into the fiberglass electronics cabinet mounted above the streetside front wheelhouse.	Approved
40	40	4.5.2 MODESTY PANELS	The modesty panels shall be made of Lexan or similar to approved material for the modesty panel behind the drivers area.	New Flyer requests approval to provide modesty panels made from 3/8" melamine, same as provided on your previous Xcelsior builds. New Flyer would also like to clarify that the driver's barrier is incorporated into the fiberglass electronics cabinet mounted above the streetside front wheelhouse.	Approved

41	40	4.6 FRONT DOOR	Glass in the front door will be single density, laminated safety glass, AS-2 tinted with a two-piece glazing which must comply with all FMVSS standards.	New Flyer requests approval to provide an entrance door with a single-piece glazing. This is the same as was provided on your previous Xcelsior builds.	Approved
42	40	4.6 FRONT DOOR	To preclude the entry of water into the bus, a rubber backing will be provided on the inside of the bus behind the lower door brush.	New Flyer requests approval to provide an entrance door without a rubber backing behind the lower door brush. This matches what was provided on your previous	Approved
43	40	4.6.6 FRONT DOOR	The front doors shall be controlled by means of a five position electric control handle mounted to the left of the driver.	New Flyer requests clarification if CATA is specifying the new Vapor electric door controller with integrated kneeling and ramp switches. See drawing 659274 for additioanl details.	No – Basic five position 659274
44	41	4.7 REAR DOOR/CENTER DOOR	The rear and center doors of the 60 bus will be two section Slide Glide type door with a minimum clear opening of forty-four (44) inches.	New Flyer requests approval to provide the Vapor wide slide glide exit doors with a clear opening of 40.7".	Approved
45	41	4.7 REAR DOOR/CENTER DOOR	The door clear opening for 40 buses shall be thirty-three (33) inches.	New Flyer requests approval to provide the Vapor medium slide glide exit door with a clear opening of 30.3". Alternately, we could provide the wide slide glide exit door with a clear opening of 40.7"	Approved 40.7 as long as it does not change seating.
46	41	4.7 REAR DOOR/CENTER DOOR	Access to the door actuator will be gained by a hinged panel held secure by a minimum of two thumb type locks.	New Flyer would like to clarify that the proposed New Flyer Genuine (TCB) interior lighting has quick access easily removable panels which are held in place by filler stips and snap into the light panel extrusion. There are no locks provided with this system. This matches what was provided on your previous Xcelsior build.	Approved
47	43	4.8 WINDOWS	Bidder shall submit at the time the Request for Approved Equals are due a complete drawing of the drivers window for CATAs review and approval.	New Flyer requests approval of the attached driver's window layout.	Approved 426712
48	44	4.10.3 CEILING AND INTERIOR PANELS	The ceiling panels behind the standee line shall be made of an approved off white melamine material.	New Flyer requests approval to provide Antique White ceiling panels made of ABS plastic. ABS plastic is used as it can be shaped to the contoured ceiling profile of the Xcelsior, which increases interior headroom.	Approved
49	44	4.11.2 INTERIOR INSULATION	The insulation used between the outer and inner wall will be sealed in an approved wrapper to eliminate the entry of moisture into the insulation.	New Flyer requests approval to provide polyisocyanurate sidewall insulation that is coated with three ply polymer/foil facing to eliminate moisture entry.	Approved

50	44	4.12.1 TRIM	All trim shall be made of stainless steel and applied at the floor covering edges at all wheelhouses, dash panels, and at wall joints.	New Flyer requests approval to provide trim material which shall be either aluminum or stainless steel. Aluminum trim is used in areas such as the rear wheelhouse where it moulds to a curved surface with a smooth finish. This matches what was provided on your previous Xcelsior	Approved
51	45	4.13 DRIVERS PARTITION	This compartment will be incorporated as part of the drivers barrier.	New Flyer requests approval to provide a driver's storage box, located behind the driver's seat, which is independent of the driver's barrier. Reference drawing 539050 for additional details.	Denied Above the driver as in previous builds is acceptable.
52	45	4.13.3 DRIVERS PARTITION	This partition with compartment shall be constructed of either reiNew Flyerorced aluminum or steel panels with leather grain pattern or a sturdy wood melamine panel and tinted Lexan SAR window panel or painted reiNew Flyerorced steel panel with a tinted Lexan SAR panel.	New Flyer requests approval to provide a communications box (Secure Diagnostic Station (SDS)) located on the streetside wheelhouse. The forward wall of the box acts as the upper portion of the barrier and the wheelhouse as the lower portion separating the operator from the street-side front passenger seat, thereby precluding the need for a separate barrier. The SDS box is made of fiberglass and painted black to minimize the glare and reflections that may impact the driver's sightline(s).	Approved SIB-422-001-SDS
53	45	4.14 PASSENGER SEATS	The first two seats directly behind the wheel chair securement area shall be single flip seats, the third seat shall be fixed in position.	New Flyer would like to advise that on the 60' bus this requirement is not possible due to the location of the center exit door and the center wheelhouses. Please see the attached proposed seat layout that provides flip seats on the streetside across from the center door. New Flyer requests approval of this layout.	Approved 40' LD Seat Layout 642717_C 40' UD Seat Layout 642717_C 60' Seat Layout 697610_A
54	45	4.14 PASSENGER SEATS	There shall not be any floor or wall mounted barriers installed in the rear seating section of the coach. Safety barriers mounted to protect passengers from the exit door pinch areas are to be transparent.	New Flyer requests approval to provide a "double stanchion" forward of the rear bench seats which is mounted to the lower sidewall. This is mandatory when the upper deck has perimeter seating and matches what was provided on your previous Xcelsior build. See drawing 643358 for additional details.	Approved 643358

55	50	5.1 DESTINATION SIGNS/AUTOMATIC STOP ANNOUNCEMENT	All signs will be synchronized and controlled through a touch pad located in the drivers compartment at dashboard level.	New Flyer requests approval to mount the destination sign control module in the overhead driver's panel.	Approved
56	50	5.1 DESTINATION SIGNS/AUTOMATIC STOP ANNOUNCEMENT	A handle on the outside will be provided for ease of opening.	New Flyer requests approval to provide a destination sign door that is held secure with two short wing quad latches and does not have a handle. The quad latches can be used to assist the door in being opened. This matches what was provided on your previous Xcelsior build.	Approved
57	50	5.1 DESTINATION SIGNS/AUTOMATIC STOP ANNOUNCEMENT	The bidder shall furnish and install inside the front destination sign door a decal at both ends of the door reading either "Danger-High Voltage" or "Warning-High Voltage".	New Flyer would like to clarify that the destination sign works on 24 volts precluding the need for high voltage decals.	Approved
58	51	5.1.9 DESTINATION SIGNS/AUTOMATIC STOP ANNOUNCEMENT	The destination sign shall also be capable to transmit an audible voice message to aid visually impaired passengers.	New Flyer requests approval to provide a Trapeze AVA/AVL system that shall also be capable to transmit an audible voice message	Approved
59	53	5.1.10 DESTINATION SIGNS/AUTOMATIC STOP ANNOUNCEMENT	The Luminator fully automatic stop announcement system and talking sign shall be provided or approved equal and shall be compliant with the Americans with Disabilities Act (ADA).	New Flyer requests approval to provide the Trapeze AVA/AVL system that shall be compliant with the Americans with	Approved
60	53	5.1.11 Automatic Vehicle Location (AVL) System	This system will require a secure mounting platform and enclosure. CATA is requesting the vendor to furnish drawings for a secure box enclosure to secure the required components of this AVL system. CATA will work with the successful bidder to determine the mounting location of this enclosure. Suggested source, Trapeze or approved equal.	The Secure Diagnostic Station which is integrated with the streetside front wheelhouse is inherent to the design of the Xcelsior bus. New Flyer requests approval to mount the required AVL system components within this enclosure. This matches what was provided on your previous Xcelsior build.	Approved
61	54	5.6.4 MIRRORS	A convex mirror measuring at least twelve (12) inches in diameter shall be mounted above each of the rear exit doors and a mirror four inches in diameter shall be mounted on the front destination sign door to allow the driver to see completely the rear exit door areas even if the bus has a full standee load.	New Flyer requests approval to provide a 6" diameter mirror mounted on the underside of the destination sign closeout.	Approved
62	55	5.7 DRIVERS COAT HOOK	A stainless steel coat hook with securing strap for the drivers overcoat will be provided and mounted in the drivers compartment behind the drivers seat.	New Flyer requests approval to provide a chrome coat hook.	Approved
63	55	5.8 PASSENGER CALL BELL	A yellow indicator light on the dash shall also come on iNew Flyerorming the driver that a passenger has requested a stop.	New Flyer requests approval to provide a stop request indicator that is red.	Approved

64	55	5.9 PUBLIC ADDRESS SYSTEM	This system will consist of a boom microphone, a minimum of eight internal speakers, and one external speaker.	New Flyer requests approval to provide 6 interior speakers on the 40' bus. This matches what was provided on your previous Xcelsior build.	Approved
65	55	5.9.4 PUBLIC ADDRESS SYSSTEM	This system shall be fully operational independent of the automatic stop announcement system and will be utilized as a backup in the event of the malfunction of the automatic system.	New Flyer requests approval to provide the microphone unning through the Trapeze AVA system as provided on previous orders.	Approved
66	58	6.6.1 RAMP CONSTRUCTION	The ramp will be designed and built to be as maintenance free as possible. This includes sealed bearings and the use of premium stainless steel in the ramp platform and bracketry.	New Flyer requests approval of the New Flyer Genuine ramp which uses aluminum for the ramp platform and bracketry. This matches what was provided on your previous Xcelsior build. Please refer to the attached information for additional details.	Approved SIB-580-001-X-Wheelchair Ramp
67	58	6.6.3 RAMP CONSTRUCTION	Electrical junction boxes will have an oil and waterproof diagram on the inside cover.	New Flyer requests approval to provide these diagrams with electrical service manuals	Approved
68	59	7.2.1 ENGINE	Bus engine shall be wet sleeve construction, electronically controlled, 8.3 liter, four cycle, six- cylinder, turbo charged diesel engine capable of developing a minimum of 330 horsepower in the 40 foot buses and 60 foot buses when operating on number one Ultra Low Sulfur Diesel (ULSD) fuel	New Flyer requests approval to provide the Cummins 8.9L engine as mandated by Cummins.	Approved as long as the engine meets CATA Horse power rating.
69	60	7.3 COOLING SYSTEM	The surge tank must also have a readily visible sight gauge and easily accessible filler neck.	New Flyer requests approval to provide a surge tank that is filled via the coolant recovery tank accessible via the rear engine door	Approved
70	60	7.3.3 COOLING SYSTEM	If the surface area of the radiator is less than 900 square inches, the radiator must be a five core radiator. If the surface area of the radiator is greater than 900 square inches, the number of radiator cores may be reduced to four cores.	New Flyer requests approval to provide an EMP MH5 three core radiator for the 40' and an EMP MH4 two core radiator for the 60'.	CATA will review the alternative when proposals are received.
71	60	7.3 COOLING SYSTEM	The radiator must have a removable (bolted) brass or stainless steel top and bottom tanks with a copper core.	New Flyer requests approval to provide the EMP ***alternators*** with non-removable aluminum tanks and an aluminum core.	Should this be radiator? If so, Approved
72	62	7.6.4 ENGINE COMPARTMENT	A mechanical oil pressure gauge with a maximum oil pressure reading of 70 PSI and a water temperature gauge shall be provided along with an engine "run" switch, a starter cut out switch, engine compartment light switch, and a starter switch.	New Flyer requests approval to provide oil pressure and water temperature gauges on the electronic CCOM display.	Approved SIB-219-045-X-Engine Switch Box SIB
73	62	7.6 ENGINE COMPARTMENT	The engine run switch, the starter cut out switch, and the engine compartment light switch must be toggle switches.	New Flyer wishes to clarify that the buses requested for this proposal are Allison hybrid which do not have a conventional starter precluding the need for a starter cut out switch.	Approved

74	62	7.6.5 ENGINE COMPARTMENT	All flexible fuel, oil, transmission, air, and water lines shall be Aeroquip 2651 or 2807 or approved equal with reusable stainless steel fittings. All flexible lines should be kept to a minimum.	New Flyer requests approval to provide the following flexible synthetic rubber lines with standard crimped end fittings manufactured by Manuli Rubber Industries and Aeroquip. Equator 1 (EQ1) / Equator 2 (EQ2) / 2807 PTFE / GH100, to accommodate the different ratings as required.	Approved
75	62	7.6.6 ENGINE COMPARTMENT	A spring-loaded access door shall be provided to check the radiator water level.	New Flyer requests approval to provide a coolant level that is checked via the coolant recovery tank accessible via the rear engine door	Approved
76	63	7.7 FILTERS	The fuel filter shall be similar to the Fuel Pro 380 or an approved equal.	New Flyer requests approval to prpvide the Davco DP245 fuel filter.	Denied Davco Fuel pro 382 is acceptable
77	63	7.8 AUTOMATIC FIRE SUPPRESSION SYSTEM (AFSS)	At a minimum the AFSS shall provide protection of the engine compartment, Diesel Particulate/Muffler compartment and battery compartment.	New Flyer requests approval to eliminate the requirement for protection of the battery compartment. Our battery compartment is located behind the rear wheels on the curbside of the bus in close proximity to the engine compartment.	Approved
78	63	7.8 AUTOMATIC FIRE SUPPRESSION SYSTEM (AFSS)	The detector(s) shall be dual-band type and provide exceptional false alarm immunity to sources such as flashlights, sunlight, cigars/cigarettes, arc welding and more.	New Flyer requests approval to provide a fire suppression system provided by Amerex which meets all spec requirements except it is single band only.	Approved
79	63	7.8 AUTOMATIC FIRE SUPPRESSION SYSTEM (AFSS)	The extinguishing agent distribution system shall be installed per the recommendations of the AFSS manufacturer and the bus OEM shall provide a written sign off - 1st ARTICLE Report (from the fire suppression manufacturer) that all installation requirements have been met on the bus system. Recommended AFSS is the Kidde Dual Spectrum AFSS or approved equal	New Flyer requests approval to provide a fire suppression system provided by Amerex which meets all spec requirements except it is single band only.	Approved
80	66	8.3 GRADABILITY	Gradability requirements shall be met on grades with a surface friction coefficient of 0.3 and above SLW with all accessories operating. The engine and transmission that the bidder is proposing to use should be able to allow the bus to maintain a speed of 45 MPH on three percent grade with a full seated load.	New Flyer requests clarification on the reference to a "surface friction coefficient of 0.3 and above". By Allison's definition of traction coefficient, a 0.3 is sand that allows a tire impression of 2 to 9 inches which would not allow any gradient requirements to be met.	CATA will review the alternative when proposals are received.

81	68	11.2 FRONT AXLE	The front axle shall be a solid beam type M,A,N, axle with air suspension capable of supporting all dynamic and static tests placed upon it which do not exceed the GVWR.	New Flyer requests approval to provide the M.A.N. VOK-07F, a front axle and the HY-1336-F rear axle with disk brakes. The front axle is a cast iron, dropped beam with hollow section; steered, non-driven type axle. The maximum axle load is 15,873 on the front axle. The rear axle is a rigid, driven, non-steerable axle made of high-quality spherical center castings, utilizing a single-stage power reduction gear train. The maximum axle load is 28,660 lbs for the rear axle.	Approved
82	68	11.4 CENTER AXLE (60 BUS)	Center axle shall be a heavy duty M,A,N, type or approved equal.	New Flyer requests approval to provide the ZF model AVN132-1, GAWR 25,350 center axle.	CATA will review the alternative when proposals are received. SIB-204-003-X-Center Axle
83	68	12.1 REAR AXLE	The rear axle shall be a heavy-duty low profile planetary hub type M,A,N, axle, model H07-11120-06/10 or approved equal.	New Flyer requests approval to provide the M.A.N. VOK-07F, a front axle and the HY-1336-F rear axle with disk brakes. The front axle is a cast iron, dropped beam with hollow section; steered, non-driven type axle. The maximum axle load is 15,873 on the front axle. The rear axle is a rigid, driven, non-steerable axle made of high-quality spherical center castings, utilizing a single-stage power reduction gear train. The maximum axle load is 28,660 lbs for the rear axle.	Approved
84	69	13.0 BRAKES	When the retarder is disabled, a yellow warning light shall be illuminated on the instrument console to iNew Flyerorm the driver that the retarder has been rendered inactive.	New Flyer's proposal is based on providing a red warning light to inform the driver that the retarder has been rendered inactive. For further information on the indicator see drawing 640031.	Approved 640031

85	69	14.3 AIR SYSTEM	A Bendix AD-9 desiccant type dryer will be provided to prevent the accumulation of moisture in the air system.	New Flyer requests approval to provide the Haldex Gemini air dryer. Please refer to the attached for additional information.	Denied SIB-246-060-X-Gemini MDx (Air Dryer)
86	69	14.0 AIR SYSTEM	To view the table details please refer to the word file GREEN Primary Brake and Supply RED Secondary Brake YELLOW Compressor Governor Signal BLACK Accessory BROWN Parking Brake Control	New Flyer requests approval to provide an additional colour for air lines; Blue = Suspension.	Approved
87	69	14.0 AIR SYSTEM	Airlines shall be supported every two feet and routed in a conduit to keep ice and snow off the lines.	New Flyer requests approval to provide a supporting interval for both rigid and flexible lines of up to 34".	Approved
88	70	15.0 SUSPENSION	The air bellows shall have a dedicated air reservoir tank with the air for the leveling valves being filtered by an in line air filter.	New Flyer requests approval to provide air for the air bellows that is provided from the accessories air tank.	Approved
89	71	17.5 STEERING	Power steering lines from the engine compartment in the rear of the bus to the power steering box in the front of the bus will be made of stainless steel and shall have replaceable filters in both the pressure and return side of the system.	New Flyer requests approval to provide NFIL (Manuli) Equator 2 and GH100 hose at steering box and NFIL (Manuli) Equator 2 in engine compartment.	Approved
90	72	18.0 WHEELS	Stainless steel wheel covers shall be provided for all wheel positions.	New Flyer requests approval to provide Wheel Masters stainless steel wheel liners as a shipped loose item. This matches what was provided on your previous Xcelsior build. Reference drawing 051791 for additional details	Approved 051791
91	72	20.0 FUEL TANK	This plaque shall be visible when the fuel door is opened.	New Flyer requests approval to provide a diesel fuel tank manufactured from cross-linked polyethylene. The tank has the identification information molded into the plastic on the main body of the tank. It is visible from underneath the bus and not through the fuel fill door. This matches what was provided on your previous Xcelsior build.	Approved
92	72	20.0 FUEL TANK	The fuel filler neck shall be located within twenty (20) feet of the centerline of the front door, on the curbside of the bus.	New Flyer requests approval to provide the fuel filler neck located aft of the exit door on the 40' (>20' from centerline of the front door) and aft of the rear exit door on the 60' bus (>43' from the centerline of the front door).	CATA will review the alternative when proposals are received.
93	73	21.1 EXTERIOR LIGHTS	Side directional lights will be armor protected type with three lights to each side of the bus with an unobstructed amber lens.	New Flyer would like to clarify that the 40' bus has 2 per side.	Correct

94	73	21.1 EXTERIOR LIGHTS	An auxiliary flasher unit will be installed in a manner to be used if the current flasher unit fails.	New Flyer requests approval to provide the flasher function which is provided through the multiplex system eliminating the need for an auxiliary flasher.	Approved
95	73	21.1 EXTERIOR LIGHTS	Four (4) inch flush mounted LED lamps will be provided.	New Flyer requests approval to remove the requirement for exterior curb lamps. The design of the Xcelsior door header lighting provides ADA compliant lighting levels with out the need for additional exterior mounted lighting. This matches what was provided on your previous Xcelsior build.	Approved
96	75	23.2 DRIVERS COMPARTMENT LIGHT	The drivers compartment light will be controlled by a toggle switch mounted in the instrument panel in a location convenient for the driver.	New Flyer requests approval to provide the switch for the driver's compartment light located on the side console. This matches what was provided on your previous Xcelsior build.	Approved
97	76	27.0 POWER SUPPLY	The system shall be installed in the interior of the coach at the ceiling level and secured from moisture and dirt.	New Flyer requests approval to install the majority of the Vansco multiplex modules at the ceiling level in the rear PLC compartment above the rear bench and in the exit door area, however, there are two Vansco multiplex modules that aren't mounted at the ceiling level. These multiplex modules are mounted in the side console. The side console is located to the left of the driver. Access is granted to the multiplex modules on the interior of the bus by sliding the side console upward, the side console is mounted on sliders.	Approved
98	76	27.0 POWER SUPPLY	The system must be capable of generating a minimum of 450 AMPS for both a 40- foot and 60 -foot bus applications.	New Flyer requests approval to provide a Vanner HBA that outputs 300 amp continuous on a 40 ft. bus. On a 60 ft bus New Flyer would provide 2 HBA's and would meet the minimum 450A specification requirement. The additional HBA is providing on a 60ft bus to accomodate the additional loads. Please refer to the attached SIB for additional details.	Approved SIB-260-002A Battery Management System_Vanner 80 Series

99	76	28.1 BATTERY	The buses shall have four 1131 maintenance free batteries, 1200 CCA each with top stud terminals.	New Flyer requests approval to provide four 1131 maintenance free batteries, with each battery rated at 950 CCA. This matches what was provided on your previous Xcelsior build. Reference drawing 241898 for additional information.	Approved 241898
100	77	28.2 BATTERY	The battery tray and compartment must be made of stainless steel or an approved equal acid resistant material.	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. Please note that the batteries are supported by structural stainless steel U-channels. Please refer to the attached for additional information.	Approved SIB-260-001-X-Battery System
101	77	28.4 BATTERY	The bidder will install in the battery compartment a switch to disconnect the ground (negative) circuit. This switch isolates the battery unit(s) from the buss electrical system.	New Flyer provides a switch that disconnects the battery 12V and 24V battery circuits and not the ground. For further information refer to sheet 6 of drawing 647965, this is the schematic from the last Capital Area Transit Authority New Flyer bus build	Approved 647965
102	78	31.1 DRIVER CONTROLS AND INSTRUMENT PANEL	All dash and gage panels shall be constructed from aluminum.	The driver's instrument panel is fabricated out of .177" thick black Acrylic, for further information on the instrument panel see drawing 576356. This is the drawing for the instrument panel used on the last Capital Area Transit Authority New Flyer bus build. All other dash panels are fabricated out of ABS plastic. This is the same material that was used for the last Capital Area Transit Authority New Flyer bus build. New Flyer requests approval.	Approved 576356

103	78	31.2 DRIVER CONTROLS AND INSTRUMENT PANEL	All switches, except the master control and dimmer switch for the dash lights will be toggle switches.	In addition to the master control and dimmer switch New Flyer would also provide rotary switches, rotary potentiometers or push button switches for the defroster controls, wiper controls, climate control, covert switch, mirror heater switch. For further information on the driver controls being proposed see drawing 640031, this is the approval driver controls from the last Capital Area Transit Authority New Flyer bus build. New Flyer requests approval.	Approved 640031
104	78	31.4 DRIVER CONTROLS AND INSTRUMENT PANEL	b) Primary/Secondary Air Pressure Gauge (must be at least 3.5 inches in diameter)	The air pressure gauges are integrated into the Vansco instrument cluster, the face of the gauges are approximately 2 inches in diameter. See approval drawing 640031 for further information on what New Flyer provides. The illumination and positioning of these gauges provides for easy driver air pressure identification in all driving environements. This is the same configuration that was provided for the last Capital Area Transit Authority New Flyer bus build. New Flyer requests approval.	Approved 640031
105	78	31.0 DRIVER CONTROLS AND INSTRUMENT PANEL	j) Stop Request (yellow)	New Flyer requests approval to provide a red stop request indicator, this is the same as what was provided for the last Capital Area Transit Authority New Flyer build. See drawing 640031 for further information	Approved 640031
106	78	31.6 DRIVER CONTROLS AND INSTRUMENT PANEL	The sensor will be closed circuit type.	New Flyer would like to clarify that not all sensors will be of closed-circuit type. New Flyer is proposing providing the following sensors which have been identified as non-closed circuit type: - Low coolant sensor - Low fuel sensor - Front height sensor - Kneel sensor	Approved

107	78	31.6 DRIVER CONTROLS AND INSTRUMENT PANEL	A contact switch on the instrument panel will be provided to allow testing of the indicators	During engine startup the Vansco instrument cluster initiate an indicator test, this functionality eliminates the requirement for an additional test switch. New Flyer requests approval.	Approved
108	79	32.3 WIRING	All wiring harnesses over six feet in length and containing more than five wires will include 20 percent excess wires for spares.	New Flyer provides 10 percent spare wires as per APTA procurement guidelines. Our proposal would be to provide the same amount of spare wiring as what has been provided for past Capital Area Transportation Authority New Flyer builds. New Flyer requests approval.	Approved
109	79	32.5 WIRING	All electrical relay boxes and junctions below the side window must be completely sealed to prevent leakage of water.	New Flyer provides a side console which is below the window line, this assembly isn't sealed. The side console components aren't subjected to excessive moisture, the components within the enclosure have IP ratings that are suitable for the environment that they're exposed to. New Flyer requests approval.	Approved
110	80	36.1 HEATING SYSTEM	A separate thermostat will control this heater to prevent excessive heat in the front of the bus.	New Flyer requests approval to provide a temperature sensor in lieu of a thermostat. It is located at the floor heater and provides feedback to the TK HVAC unit as to whether or not the floor level is too cold or too hot, thereby providing the requested temperature control.	Denied
111	80	36.3 HEATING SYSTEM	An under seat heater with a minimum rating of 45,000 BTU will be provided.	New Flyer requests approval to provide MCC floor heaters with a rating of 41,000 BTU. Reference drawing 576652 for additional information.	Approved 576652
112	80	36.1 HEATING SYSTEM	The pump shall be an EMP WP-29 or approved equal.	New Flyer requests approval to provide a Rotron booster pump on the 40' bus.	Approved
113	81	37.3 VENTILATION SYSTEM	A small blower motor will be mounted over the drivers area to allow the driver to increase airflow in the drivers compartment.	New Flyer would like to clarify that we cannot provide a driver's booster fan on the Hybrid model due to the rooftop HVAC. The proximity of the rooftop main HVAC unit to the driver provides sufficent airflow to the driver's area without the need for a booster fan. New Flyer requests approval.	Approved

114	82	39.1 AIR CONDITIONING	At 110 degrees F ambient temperature, the air conditioning system will have sufficient capacity to maintain a 25 degree, + of - 3 degrees, differential from the outside ambient temperature throughout the entire bus in thirty minutes with the engine operating at 1500 RPM.	New Flyer requests approval to provide a HVAC system that meets the APTA White Book requirement for cooling of the bus. It shall be capable of reducing the passenger compartment temperature from 115 to 95 °F in less than 20 minutes after engine start-up. This matches what was provided on your previous Xcelsior build.	Approved
115	82	39.3 AIR CONDITIONING	The buses shall be based on the use of Class II refrigerant such as R134A.	New Flyer would like to clarify that R407 refrigerant is mandated by Thermo King with the Optional Electric HVAC system requested in section 39.7. R134 can be provided with the conventional HVAC system on the base configuration.	Approved
116	82	39.4 AIR CONDITIONING	The 60-foot buses shall have the evaporator located on the roof of the vehicle with the condenser units mounted in the rear of the vehicle structure.	New Flyer requests approval to provide a roof mounted Thermo King RLF HVAC unit, which was specially designed for the proposed bus platform.	Approved
117	82	39.0 AIR CONDITIONING	The 40-foot buses shall have the units installed in the rear of the vehicle.	New Flyer requests approval to provide a roof mounted Thermo King RLF HVAC unit, which was specially designed for the proposed bus platform.	Approved
118	83	41.2 FINISH	Metal surfaces to be painted will be properly cleaned, etched, and primed as appropriate for the paint used prior to the application of paint so as to ensure a proper bond.	Request approval to provide paint application in accordance with our paint quality standard. Please refer to the attached information.	Approved
119	83	41.3 FINISH	Paint will be applied smoothly and evenly with the finished surface free of dirt, runs, orange peel, and other imperfections.	Request approval to provide paint application in accordance with our paint quality standard. Please refer to the attached information.	Approved
120	83	42.1 INTERIOR COLORS	The ceiling will be Gloss White non-Textured either an approved vinyl clad steel or melamine white in color.	New Flyer requests approval to provide Antique White ceiling panels made of ABS plastic. This is inherent to the design of the Xcelsior bus.	Approved
121	83	42.2 INTERIOR COLORS	The rear bulkhead will be painted with a polyurethane paint with the color to be approved by CATA.	New Flyer requests approval to provide a rear bulkhead made from melamine to match the interior sidewall panels. This matches what was provided on your previous Xcelsior build.	Approved

122	84	44.1 UNDERCOATING	The underneath portion of the undercarriage and step well, including the underside of the wheelhousings will be sprayed with an Ashland Oil and Refining Tectyl No, 506 G or 127 undercoating or an approved equal Quaker State undercoating material.	New Flyer requests approval to provide our standard corrosion protection system as outlined in the attached document.	Approved SIB-304-001-X-Corrosion Coating-Axalta
123	84	44.3 UNDERCOATING	The bidder will be required to provide a full three-year or 200,000-mile rust through protection warranty.	New Flyer requests approval to provide the body, and body structure that shall consist of the components that are bolted or riveted to the structure, such as, exterior panels, interior panels, roof, ceiling, and driver's barrier. 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.	Denied
124	84	45.3 DECALS AND MONOGRAMS	The bidder will not affix to the exterior or interior of the bus any logos or identification without prior written permission from CATA	New Flyer request approval to provide a small New Flyer logo on the mandatory VIN and EPA decals.	Approved
125	85	48.2 PARTS BOOKS	CATA will advise the bidder at least 40 days prior to the scheduled delivery of the first bus of any required modifications or changes to the parts manual which the bidder is required to provide.	New Flyer would like to clarify that Bus Manuals are not open to all customer requested changes however we would be open to reviewing the CATA request for consideration to change or add.	Approved
126	85	48.4 PARTS BOOKS, MANUALS, DRAWINGS AND TRAINING	The bidder will provide CATA with two copies of a parts price list in United States dollars. The bidder will be required to provide up-to-date supplements to the parts book's price list for at least ten years.	New Flyer requests acknowledgement that parts pricing lists are not generated. New Flyer can provide 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 CATA's designated New Flyer Customer Service Representative. The RSL will include the part number, item description, lead time and recommended stock quantity and price	Approved
127	86	49.1 MAINTENANCE MANUALS	CATA will advise the bidder at least 40 days prior to the scheduled delivery of the first bus of any required modifications or changes to the maintenance manual, which the bidder is required to provide.	New Flyer would like to clarify that Bus Manuals are not open to all customer requested changes however we would be open to reviewing the CATA request for consideration to change or add.	Approved
128	87	52.0 MAINTENANCE TRAINING	The bidder will furnish with the delivery of the first bus an on-site maintenance instructor to provide instruction on the bus and its related subsystems and how to file warranty claims. The instructor will be required to provide a minimum of eighty (80) hours of on- site instruction to CATA for each bus delivery of five (5) units or less. And additional forty (40) hours of training will be provided for each bus deliveries over five (5) units.	New Flyer requests that the 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.	Denied

129	87	52.0 MAINTENANCE TRAINING	The bidder will furnish with the delivery of the first bus an on-site maintenance instructor to provide instruction on the bus and its related subsystems and how to file warranty claims. The instructor will be required to provide a minimum of eighty (80) hours of on- site instruction to CATA for each bus delivery of five (5) units or less. And additional forty (40) hours of training will be provided for each bus deliveries over five (5) units.	New Flyer requests approval to provide a training proposal showing pricing for individual courses along with the length of each training course. This will allow CATA the opportunity to allocate the total number of training hours to the specific courses they want along with the required quantities based on their training requirements.	Denied
130	87	52.3 MAINTENANCE TRAINING	The bidder will have available classroom instruction on the engine, transmission, and air conditioning system for up to 8 CATA employees. This training may be provided by the manufacturers of the engine, transmission, and air conditioning at the CATA facility. The cost of this training will be borne by the Contractor.	New Flyer requests that the 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.	Denied
131	87	54.0 Spare Parts List	The bidder will furnish CATA within 150 calendar days after contract award but at least 40 days prior to delivery of the first bus, a list of recommended spare parts. This list shall clearly describe each part including the original manufacturer and their part number, quantity recommended, and the unit cost.	New Flyer can provide an accurate recommended stocking list (RSL) once the Bus Parts manual has been published. This ensures the items in the recommended stocking list accurately match the parts being used for the CATA's specific bus configuration. New Flyer is proposing this RSL to be delivered to CATA 10 days after the final Bus Parts manual has been published. After confirmation of the first production bus, New Flyer'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, CATA's requested changes, etc. OEM information (i.e. original manufacturer names and part numbers) is New Flyer's intellectual property. New Flyer ensures the dedicated supply of OEM quality parts for New Flyer customers over the life of the New Flyer Bus. New Flyer adheres to stringent quality assurance process to ensure only the optimum quality OEM parts are used throughout the manufacturing process and for service needs. When sharing OEM information, there is potential risk of non- OEM suppliers to use OEM cross reference information to supply non-OEM parts, which can have a severe	Approved

132	96	1.1.2 Subsystems and Components	Specific subsystems and components are warranted and guaranteed to be free from defects and related defects for the time and/or mileage given in the table below. SUBSYSTEM AND COMPONENT WARRANTY WHICHEVER OCCURS FIRST ITEM YEARS MILEAGE Engine - 5 years/500,000 miles Basic Body Structure - 6 years/300,000 miles	New Flyer requests approval to provide the following whichever occurs first warranties:	Approved
133	97	2.2 REPAIRS BY CONTRACTOR	The Contractor will provide, at its own expense, all spare parts, tools and space required to complete repairs.	New Flyer will provide the parts and tools required to complete warranty repairs, but when possible, we request that CATA provide shop space to so we can complete the repairs. This allows us to work with CATA in order to return the bus to revenue service as quickly as possible.	Approved, CATA will make work space available for necessary warranty repairs.
134	98	2.3.4 Reimbursement for Labor	CATA will be reimbursed by the Contractor for labor. The amount will be determined by multiplying the number of labor hours actually required to correct the defect by the current rate per hour, straight wage rate, plus 38 percent fringe benefits, plus the cost of towing the vehicle if such action was necessary and if the vehicle was in the normal service area.	CATA shall be reimbursed by New Flyer for labor. The amount shall be determined by the New Flyer's Standard Repair Time Manual and repairs have been corrected by a qualified mechanic at straight time plus 40% fringe benefits. If the time for a particular operation is not listed the time will be negotiated with the Regional Product Support Manager (RPSM). New Flyer will agree to cover reasonable towing costs for the limited base bus warranty period of 1 year/50,000 miles. New Flyer requests this limitation so we can accurately predict the cost impact during the bid process. In	CATA needs to review the New Flyer Standard repair time before this is considered. Denied, New Flyer is responsible for towing of any failed item that is under warranty or deemed a fleet defect.
135	98	2.3.5 Reimbursement for Parts	CATA will be reimbursed by the Contractor for defective parts and for parts that must be replaced to correct the defect. The reimbursement will be at the invoice cost of the part(s) at the time of repair and will include taxes where applicable and 15 percent handling cost.	New Flyer agrees to reimburse CATA for parts at the current published price plus taxes and handling for the base bus warranty period and that the handling costs are capped at $100/claim. New Flyer asks for this cap so that we can predict the cost impact during the bid process.	Approved

136	N/A	NEW SECTION - RISK OF LOSS	N/A	New Flyer requests approval to add the following language: CATA shall assume risk of loss of the work product on delivery. Prior to delivery, the Contractor shall have risk of loss of the work product.	CATA will review the alternative language when proposals are received.
137	N/A	NEW SECTION - TITLE	N/A	New Flyer requests approval to add the following language: Title to the work product shall pass to CATA upon acceptance of the work product by CATA.	CATA will review the alternative language when proposals are received.
138	N/A	NEW SECTION - PRICE ADJUSTMENTS DUE TO REGULATORY CHANGES	N/A	New Flyer requests approval to add the following language: Notwithstanding anything else to the contrary contained herein, in the event that a price adjustment is required in respect of changes that are mandatory as a result of legislation or regulations that become effective after the date of the proposal submission, such price adjustment shall be negotiated in good faith by CATA and the Contractor.	CATA will review the alternative language when proposals are received.
139	N/A	NEW SECTION - WAIVER	N/A	New Flyer requests approval to add the following language: In the event that either party elects to waive its remedies for any breach by the other party of any covenant, term or condition of the Contract, such waiver shall not limit the waiving party's remedies for any succeeding breach of that or any other term, covenant or condition of the Contract.	CATA will review the alternative language when proposals are received.