



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

I. Solicitation Modifications.

1. Section 3.5 (Repairs After Non-Acceptance) is revised as follows:
The Contractor, or its designated representative, shall perform the repairs identified during non-acceptance. If the Contractor fails or refuses to begin the repairs within five (5) business days (**or such other period agreed upon by the City in writing**), the Work may be done by the CITY's personnel, or its designated representative, with reimbursement by the Contractor.
2. Section 3.7.4 (Price Adjustment Procedure), first and second paragraph, is revised as follows:
The unit price for each vehicle shall be firm and fixed for the initial twenty-four (24) months after Contract execution. The price adjustment procedure in this paragraph applies to vehicles purchased after the 24th month. For each subsequent year of the Contract, the unit price for each bus type shall be adjusted in accordance with the Price Schedule (Attachment A), plus any price increase or decrease (**not to exceed 5% annually**) based on the U.S. Department of Labor, Bureau of Labor Statistics, Producer Price Index (PPI). The unit price of the vehicles for subsequent orders (after the initial twenty-four-month period) will be determined by multiplying the Contract price by the following fraction:

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

The Index shall be the Producer Price Index **WPU1413 for Truck and Bus Bodies** published by the United States Department of Labor Bureau of Labor Statistics, or if such Index is no longer in use, then such replacement that is most comparable to the Index as may be designated by the Bureau of Labor Statistics, or as agreed by the parties. However, in no case shall the annual increase or decrease in the cost of a vehicle adjusted by the above referenced index exceed **five percent (5%) per annum**. If the CITY determines that this method of price adjustment has become unsuitable, a new method may be adopted by mutual agreement of the CITY and the Contractor.

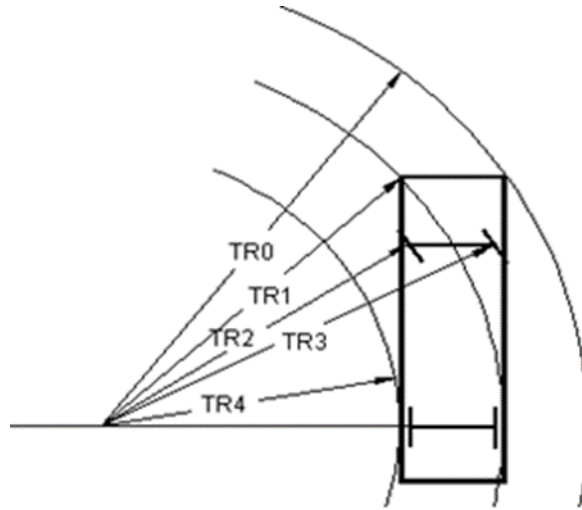
3. Section 6.6.1 (Dimensions, Physical Size of Transit Bus) is revised as follows:
With the exception of exterior mirrors, marker and signal lights, bumpers, fender skirts, washers, wipers, and rub rails, the bus shall have the following overall dimensions at static conditions and design height:
 - Body Length: **40 feet, +/- 4 inches (preferred) or up to 41 feet, 5 inches (maximum)**
 - Body Width: 102 inches (+0, -1 inch)
 - Maximum Overall Height: 140 inches, includes all rigid roof mounted items (such as HVAC, exhaust, fuel system and cover, etc.)
 - Turning Radius - see diagram below:
 - 525 inches maximum +/- 5% (outside TR0)
 - **Inside TR4: 275 inches +/- 5% (preferred) or up to 326 inches (maximum)**



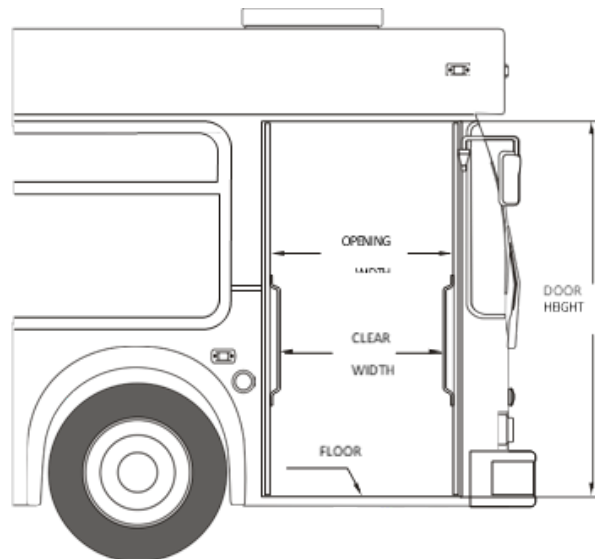
SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov



- Clear Door Opening (excluding grip rails) – see diagram below:
 - Front: 32 inches minimum
 - **Rear: 33.5 inches (minimum) or equal to or greater than 36 inches (preferred)**



4. Section 6.6.2.2 is revised as follows:
For ramp clearances, approach angle shall be no less than **8.3 degrees (minimum) or equal to or greater than 8.5 degrees (preferred)**. Break over angle shall be **no less than 7.8 degrees (minimum) or equal to or greater than 8 degrees (preferred)**. Departure angle shall be no less than **8.7 degrees (minimum) or equal to or greater than 9 degrees (preferred)**.
5. Section 6.6.4 (Interior Headroom) is revised as follows:
Headroom at the centerline of the aisle and 24 inches to either side of the centerline shall be no less than 76 inches in the forward half of the bus, tapering to **no less than 65 inches (minimum) or equal to or greater than 72 inches (preferred)**, forward of the rear settee. Headroom at the back of the rear bench seat may be reduced to a minimum of 56 inches, but it shall increase to the ceiling height at the front of the seat cushion. In any area of the bus directly over the head of a seated



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

passenger and positioned where a passenger entering or leaving the seat is prone to strike his/her head, padding shall be provided on the overhead paneling.

6. Section 6.3.1 (Special Terms) is revised as follows:
 - Ambient Temperature: The temperature of the surrounding air. For testing purposes, ambient temperature must be between -7°C (+10°F) and **+49°C (+120°F)**.
7. Section 6.8 (Operating Environment), first paragraph, is revised as follows:

The bus shall achieve normal operation in ambient temperature ranges of 10°F to **120°F**, at relative humidity between 5% and 100%, and for altitudes up to 3,000 feet above sea level. Degradation of performance due to atmospheric conditions shall be minimized at temperatures below 10°F and above **120°F**, and for altitudes above 3,000 feet.
8. Section 6.14.4 (Cooling Systems), first paragraph, is revised as follows:

The bus shall incorporate cooling systems of sufficient size to maintain all fluids and components at safe, continuous operating temperatures during the most severe transit duty cycles and operations possible in our extreme desert southwest operating environment. The cooling systems fan/fan controls should sense the temperatures of the operating fluids and components, if above safe operating conditions the cooling fan should be engaged. The fan control system shall be designed with a fail-safe mode of “fan on.” The cooling system in new condition shall have an ambient capacity of at least **120°F**.
9. Section 6.20.2.2.1 is revised as follows:

The steering wheel shall have a minimum vertical adjustment of **1.8 inches** and a minimum low-end position of **28.5 inches** above floor height, measured from the top of the rim of the steering wheel in the horizontal position to the cab floor at the heel point.
10. Section 6.28.4.10.8 is deleted in its entirety.
11. Section 6.28.4.13.3 is revised as follows:

Access openings in the floor shall be sealed to prevent entry of fumes and water into the bus interior. Flooring material shall be **flush with the floor (preferred)** or **near-flush in compliance with regulatory requirements (minimum)**, and shall be edge-bound with stainless steel, or other material that is acceptable to the CITY, to prevent the edges from coming loose. Access openings shall be asymmetrical so that reinstalled flooring shall be properly aligned. Fasteners shall tighten flush with the floor.
12. Section 6.29.3.2 is revised as follows:

Front, accessible, and exit doors shall be of the same glass configuration to allow interchangeability. When open, the accessible and exit doors shall have an opening **no less than 75.0 inches in height (minimum) or equal to or greater than 76.0 inches (preferred)** and a clear opening of 36.0 inches wide. **When open, the front door** shall have an opening **no less than 75.0 inches in height (minimum) or equal to or greater than 76.0 inches (preferred)** and a clear opening of **no less than 32.0 inches wide (minimum) or 33.0 inches wide (preferred)**.



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

13. Section 6.30.6.5 is revised as follows:

The lights should be programmable and controlled by the master run switch and the door open close switches. As soon as the door closes, these lights shall go out. These lights shall be turned on at any time if the toggle switch is in the "On" position.

14. Section 6.30.9 (Controls Location) is revised as follows:

Figure 1 below is provided as an illustrative guide to instrument and control grouping. Final design will be approved by the CITY during **pre-production** meetings.

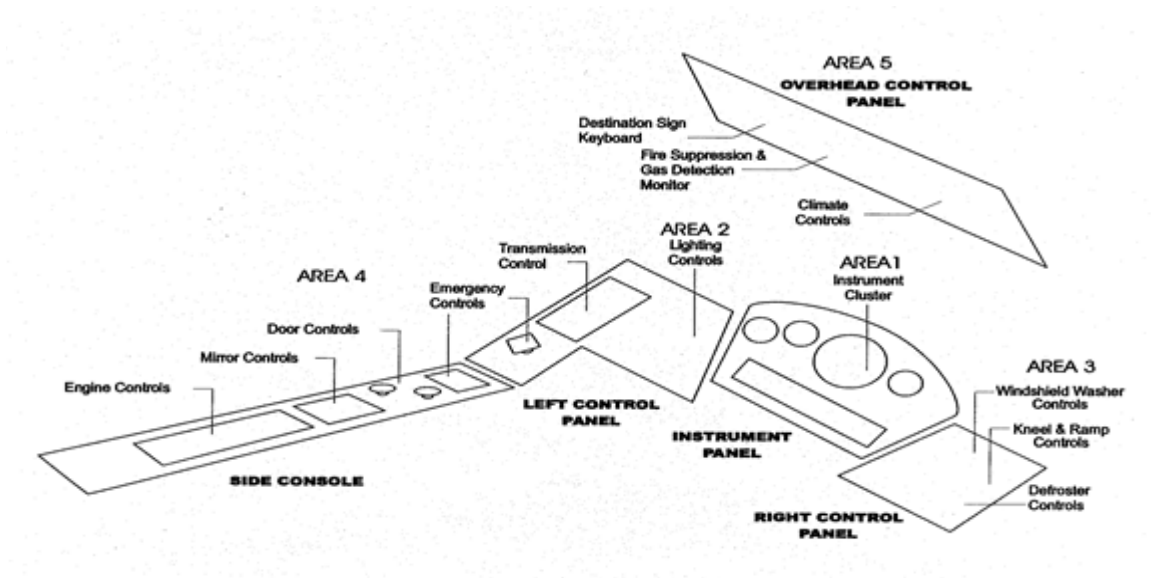
- Area 1: Operational gauges, including speedometer, air pressure (primary and secondary), voltmeter(s), fuel, and diagnostics, located immediately in front of the operator's field of view.
- Area 2 (**Preferred**): Operational controls and switches, including transmission controls and lighting switches, located adjacent the left side of the instruments.
- **Area 2 (Minimum): Operational controls and switches, including transmission controls, located adjacent the left side of the instruments (lighting switches moved to Area 4).**
- **Area 2 (Minimum): Operational controls and switches, including transmission controls, lighting switches, and operator's climate controls, located adjacent the left side of the instruments (operator's climate controls moved from Area 3)**
- **Area 2 (Minimum): Operational controls and switches, including transmission controls, and operator's climate controls, located adjacent the left side of the instruments (lighting switches moved to Area 4 and operator's climate controls moved from Area 3)**
- Area 3 (**Preferred**): Operational controls and switches, including washer controls, kneel and ramp switches, and operator's climate controls, located adjacent the right side of the instruments.
- **Area 3 (Minimum): Operational controls and switches, including washer controls and kneel and ramp switches, located adjacent the right side of the instruments (operator's climate controls moved to Area 2).**
- Area 4 (**Preferred**): Secondary operating controls including door controls, emergency controls and flashers, and mirror and engine controls, located to the left of the operator ahead of the Seat Reference Point (SRP) of the 5th-percentile female.
- **Area 4 (Minimum): Secondary operating controls including door controls, emergency controls and flashers, mirror and engine controls, and lighting switches, located to the left of the operator ahead of the Seat Reference Point (SRP) of the 5th-percentile female (lighting switches moved from Area 2).**
- Area 5: System function controls, including destination sign keypad and fire suppression, located on the operator's centerline, located above the operator's upper sight cutoff line.



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov



15. Section 6.30.13 (Windshield Wiper) is revised as follows:

The bus shall be equipped with variable speed windshield wipers. A variable intermittent feature shall be provided to allow adjustment of dual wiper speed to between approximately 5 to 25 cycles per minutes. No part of the windshield wiper mechanism shall be damaged by manual manipulation of the arms. At 60-mph, no more than 10% of the wiped area shall be lost due to windshield wiper lift. Both wipers shall park along the edges of the windshield glass. Windshield wiper motors and mechanisms shall be easily accessible for repairs or service and shall be removable as complete units.

16. Section 6.30.14.2 is revised as follows:

The windshield washer system shall have a **minimum 2.6-gallon reservoir**, located for easy refilling from outside of the bus and protected from freezing. Reservoir pumps, lines, and fittings shall be corrosion-resistant, and the reservoir itself shall be translucent for easy determination of fluid level.

17. Section 6.32.1.1 is revised as follows:

Hybrid Electric and Battery Electric Only: HVAC systems utilizing refrigerant 407-C shall have a cooling capacity of no less than 92,500 Btu (minimum) or equal to or greater than 120,000 Btu (preferred). Fuel Cell Electric Only: HVAC systems utilizing refrigerant 407-C shall have a cooling capacity of no less than 76,000 Btu (minimum) or equal to or greater than 120,000 Btu (preferred). Preference will be given to providing the HVAC system with the highest cooling capacity and overall performance available for the application. **The City expects that the prevailing Offeror(s)/Contractor(s) will provide innovations pursuant to Sections 3.14 and 6.2 that will improve the performance of the HVAC system over the course of the Contract and may base its future purchasing considerations under this Contract on such innovations.**



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

18. Section 6.32.6.2 is revised as follows:

The defroster supply outlets shall be located at the lower edge of the windshield. These outlets shall be unbreakable and shall be free of sharp edges that can catch clothes during normal daily cleaning. The system shall be such that foreign objects such as coins or tickets cannot fall into the defroster air outlets. **Adjustable ball vents (preferred) or adjustable rectangular vents (minimum)** shall be provided at the left of the operator's position to allow direction of air onto the side windows. **Additional vents** shall be located on the vertical front dash panel adjacent to the front door to allow direction of air onto the door windows and/or entrance area.

19. Section 6.2.2.6 is revised as follows:

Ground clearance shall be **no less than 9 inches (minimum) or equal to or greater than 10 inches (preferred)**, except within the axle zone and wheel area.

20. Section 6.6.3 (Floor Height) is revised as follows:

Height of the floor above the street shall be **no more than 15.8 inches (maximum) or equal to or less than 15.5 inches (preferred)** measured at the centerline of the front and rear doorways of a 40-foot bus. The floor may be inclined along the longitudinal axis of the bus, and the incline shall be less than 3.5 degrees off the horizontal, except locally at the doors where 2-degree slope toward the door is allowed. All floor measurements shall be with the bus at the design running height, on a level surface and with the **Offeror's proposed tires, whether 305/70R22.5 (minimum) or 315/80R22.5 tires (preferred)**.

21. Section 6.9.1.2 is revised as follows:

The bus-generated noise level experienced by a passenger at any seat location in the bus shall not exceed 83 dBA and the operator shall not experience a noise level of more than **78 dBA** under the testing conditions and procedures specified by the Altoona Bus Research and Testing Center (altoonabustest.psu.edu/bus-tests). Instrumentation and other general requirements shall conform to SAE Standard J366. If the noise contains an Audible Discrete Frequency, a penalty of 5 dBA shall be added to the sound level measured.

22. Section 6.14.1, second to last paragraph, is revised as follows:

Proposals shall also include the ability to interface and receive a charge from shop/depot charging equipment with a charge rate of **at least 220 kW (minimum) or equal to or greater than 250 kW (preferred)** utilizing a standard SAE J1772 DC CCS Type 1 connector. The connection interface shall be separate and independent of the pantograph connection or inductive charging interface. The shop/depot charger connection interface shall be located as specified by the City. The charger interface shall have its own access door. The bus shall be configured with the ability to be immobilized during all charging operations. Upon successful engagement of a charging interface, the bus shall be interlocked such that propulsion is rendered non-tractive and the brakes applied.

23. Section 6.13.4 (Acceleration) is revised to replace the "Maximum Start Acceleration Times on a Level Surface" chart as follows:



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

Speed (mph)	Maximum time (seconds)	Preferred equal to or less than time (seconds)
10	5	4
20	10	10
30	15	15
40	25	25
50	36	30
Top speed	85	65

24. Section 6.15.8.1.3 is revised as follows:

Fuel Cell Electric Only: The fueling port receptacle access door shall be equipped with an interlock sensor which disables the engine starting system when the access door is open, to prevent drive-aways. The interlock shall be of the type such that if the sensor fails, the bus will not start.

25. Section 6.18.2.1.1 is revised as follows:

Wheels and rims shall be hub-piloted with aluminum rims and shall resist rim flange wear. Finish shall be high polish. **All wheels shall be removable without a puller.** Wheels shall be compatible with tires in size and load-carrying capacity. Front wheels and tires shall be balanced as an assembly per SAE J1986.

26. Section 6.32.8.1 is revised (with deletion of the original paragraph’s first and last sentences) as follows:

To the extent practicable, self-sealing couplings utilizing O-ring seals shall be used to break and seal the refrigerant lines during removal of major components, such as the refrigerant compressor. Shut-off valves may be provided in lieu of self-sealing couplings.

27. Section 6.27.9.4.1 is revised (with deletion of the original paragraph’s fourth sentence) as follows:

Manufacturer shall provide and install all decals as required for the design of the low-floor bus with a wheelchair ramp. Interior signs for “No Smoking,” “Exit” door instructions, and any driver instructions necessary shall be furnished and placed by the Contractor. Manufacturer shall detail numbering, lettering, and decal locations for CITY approval during the **pre-production** process. Other monograms, numbers and other special signing specified by the CITY shall be applied to the inside and outside of the bus as required. Signs shall be durable and fade-, chip-, and peel-resistant, and they may be painted signs, decals, or pressure-sensitive appliques. The manufacturer shall warranty the signs against fade, chip, and peel for a minimum of 6 years. Signs shall be provided in compliance with the ADA requirements defined in 49 CFR Subtitle A, Part 38, Subpart B, 38.27. The exact wording, size, color, and locations for these signs will be provided during **pre-production**.

28. Section 6.28.4.11.4 is revised as follows:



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

The lights should be programmable and controlled by the master run switch and the door open/close switches. This shall be accomplished through use of components specifically designed for this type of application without diminishing the life of the light assembly.

29. Section 6.30.3.3 is revised (with deletion of the original paragraph's second sentence) as follows:
An alarm shall sound whenever the rear door is opened or attempted to be opened when rear doors are not powered.
30. Section 6.37.4.2 is revised as follows:
Circuit breakers or fuses shall be sized to a minimum of 15% larger than the total circuit load current. The current rating for the wire used for each circuit must exceed the size of the circuit protection being used. **In cases where wiring harnesses are provided by a sub-supplier for prefabricated subsystems, the above requirements in this paragraph do not apply.**
31. Section 6.37.6.2 is revised as follows:
Wiring shall be grouped, numbered, and color-coded. Subcomponent systems wired by the sub supplier are excluded from this requirement. Wiring harnesses shall not contain wires of different voltage classes unless all wires within the harness are insulated for the highest voltage present in the harness. **In cases where wiring harnesses are provided by a sub-supplier for prefabricated subsystems, the above requirements in this paragraph do not apply.** Kinking, grounding at multiple points, stretching, and exceeding minimum bend radius shall be prevented.
32. Section 6.37.6.5 is revised as follows:
All wiring harnesses over five feet long and containing at least five wires shall include 10% (minimum one [1]) excess wires for spares. This requirement for spare wires does not apply to data links, communication cables or harnesses supplied as part of a subsystem installed on the bus. Wiring length shall allow end terminals to be replaced twice without pulling, stretching, or replacing the wire. **In cases where wiring harnesses are provided by a sub-supplier for prefabricated subsystems, the above requirements in this paragraph do not apply.** Except for large wires such as battery cables, terminals shall be crimped according to connector manufacturers' recommendations for techniques and tools to the wiring and may be soldered only if the wire is not stiffened above the terminal and no flux residue remains on the terminal. Battery cable connectors shall be crimped and soldered.
33. Section 6.37.6.8 is revised as follows:
For wiring harness connectors, pins shall be removable, crimp contact type of the correct size, and rated for the wire being terminated. **In cases where wiring harnesses are provided by a sub-supplier for prefabricated subsystems, the above requirements in this paragraph do not apply.** All cable connectors shall be placed to provide adequate space for ease of removal and disconnection. All electrical connectors subjected to environmental exposure outside the passenger compartment shall be corrosion resistant and splash proof. **All supply-side terminations excluding harnesses supplied as part of a subsystem installed on the bus shall end in a socket, not a pin. Unused pin positions shall be sealed with sealing plugs. Adjacent**



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

connectors excluding harnesses supplied as part of a subsystem installed on the bus shall either use opposing pin genders, different insert orientations, or different connectors to prevent incorrect connections.

34. Section 6.37.7.2 is revised as follows:

All electric motors (**except cranking motors**) shall be either heavy-duty brushless type where practical or have a constant duty rating of **no less than 25,000 hours (minimum) or equal to or greater than 40,000 hours (preferred)**. All electric motors shall be easily accessible for servicing.

35. Section 6.39.5.8.2 is revised (with deletion of the original paragraph's second sentence) as follows:
The operator shall be able to deactivate the signal system from the operator's area.

36. Section 6.42 is revised as follows:

- The hard-copy requirements for the following items are removed:
 - Item 18, Draft parts manuals (**only 4 electronic media required**);
 - Item 19, List of OEM component repair manuals (**only 4 electronic media required**);
 - Item 20, Draft operators' manuals (**only 4 electronic media required**);
 - Item 22, Recommended spare parts list, including bill of materials (**only 4 electronic media required**); and
 - Item 23, Part number index (**only 4 electronic media required**).
- The due dates for **Item 21, Final operators' manuals, and Item 25, Electrical and air schematics**, are modified to require submission "**within 30 days following final bus delivery(ies)**."
- The due date for **Item 22, Recommended spare parts list, including bill of materials**, is modified to require submission "**within 30 days after delivery of the Pilot bus**."
- All documents submitted to the City in electronic format **must be sent on a USB drive for security reasons**.

37. Section 6.6.2.8 is revised as follows:

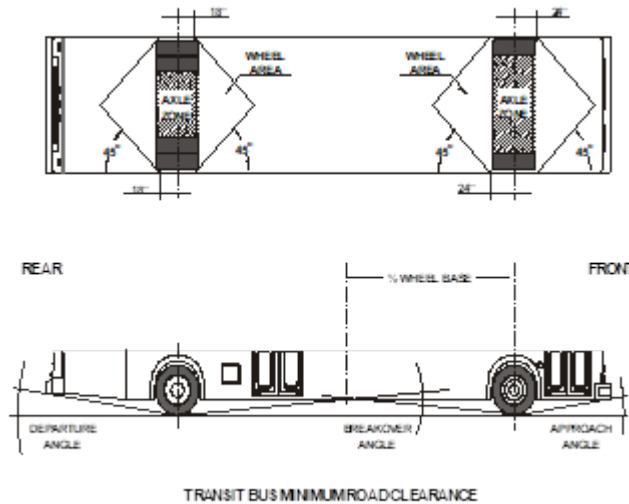
Wheel area clearance shall be **no less than 7.8 inches (minimum) or equal to or greater than 8 inches (preferred) for parts fixed to the bus body** and **no less than 6 inches** for parts that move vertically with the axles.



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov



38. Section 6.14.1, second paragraph, is further revised (from Solicitation Addendum #2) as follows:
The traction motors, batteries and major system components shall be designed to operate for not less than 300,000 miles without major failure or significant deterioration. Onboard batteries shall be capable of storage of 570kWh minimum rated capacity. The traction motors shall be permanent magnet type, rated at **210kW peak minimum** and able to achieve 1,500 lb-ft torque. The traction motor shall be able to provide and recover kinetic energy as well as retard mechanical momentum (regenerative braking).
39. Section 6.14.1, sixth paragraph and last paragraph is revised (with deletion of the 3rd, 4th, and 5th sentences from the original sixth paragraph) as follows:
The ESS shall be supported by a full thermal management system to keep the batteries at optimal operational temperature to assure performance and long life. The ESS thermal management system shall be independent and separate from the traction motor cooling system. When batteries require cooling, a dedicated rooftop 24v electric condenser unit shall be engaged to release excess heat. The condenser shall be paired with a compressor running a refrigerant cycle with **R134a (minimum) or R407C (preferred)**.
...
The manufacturer shall warranty the traction motor(s) for a period of no less than twelve (12) years or a mileage of no less than 500,000 miles, whichever occurs first. The manufacturer shall also warranty all batteries for a period of no less than twelve (12) years with no limitation on mileage. This warranty shall also provide for replacement of any battery that **falls below 70% usable capacity (minimum) or falls to a usable capacity equal to or greater than 80% (preferred)**.
40. Section 6.18.1.4.2 is revised as follows:
Brake and throttle interlock shall prevent movement when the bus is kneeled. The kneeling control shall be disabled when the bus is in motion. The bus shall kneel at a rate of 1.25 – 2.0 inches per second at an essentially constant rate. After kneeling, the bus shall rise **no more than 3 seconds (maximum) or equal to or less than 2 seconds (preferred)** to a height permitting the bus to resume service and shall rise to the correct operating height **within 7 seconds** regardless of load



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

up to GVWR. During the lowering and raising operation, the maximum acceleration shall not exceed 0.2g and the jerk shall not exceed 0.3g/sec.

41. Section 6.18.1.4.2 is revised as follows:

An indicator visible to the driver shall be illuminated until the bus is raised to a height adequate for safe street travel. An audible warning alarm will sound simultaneously with the operation of the kneeler to alert passengers and bystanders. A warning light mounted near the curbside of the front door, with a **1.75 to 3.0-inch-diameter amber lens**, shall be provided that will blink when the kneel feature is activated. Kneeling shall not be operational while the wheelchair ramp is deployed or in operation.

42. Section 6.20.1 (Front Axle) is revised as follows:

The front axle shall be non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with **grease-type front wheel bearings (minimum) or sealed, oil-type front wheel bearings (preferred)**. All friction points on the front axle shall be equipped with replaceable bushings or inserts and lubrication fittings easily accessible from a pit or hoist.

43. Section 6.20.1.3.3 is revised as follows:

Pricing should be provided to include, as an option, electronic power steering assist, **if available for the bus**.

44. Section 6.22.1 (General), second paragraph, is revised as follows:

Provision shall be made to apply shop air to the bus air systems using a standard tire inflation type valve. A quick disconnect fitting shall be easily accessible and located in the engine compartment and near the front bumper area for towing. Retained caps shall be installed to protect fitting against dirt and moisture when not in use. Air for the compressor shall be filtered through the main engine air cleaner system. The air system shall be protected by a pressure relief valve set at **150 psi +/- 2%** and shall be equipped with check valve and pressure protection valves to assure partial operation in case of line failures.

45. Section 6.25 (Floor Design) is revised as follows:

The floor shall have no more than 3 degrees of slope, except at the wheel housings and platforms. The floor height shall be as specified in these technical specifications to eliminate steps and facilitate boarding and de-boarding of passengers. The floor design shall consist of two levels (bi-level construction). Aft of the rear door extending to the rear settee riser, the floor height may be raised to a height of **18 inches +/- 3 inches** above the lower level. An increase slope shall be allowed on the upper level not to exceed 3½° off the horizontal.

Where the floor meets the walls of the bus, as well as other vertical surfaces, such as, platform risers, the surface edges shall be **sealed at the transition point to the wall (minimum) or blended with a circular section of radius not less than 1 inch (preferred)**. Similarly, a molding or cove shall prevent debris accumulation between the floor and wheel housings. The vehicle floor around the entrance and exit doors shall have a lateral slope not exceeding 2° to allow for drainage.



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

- 46.** Section 5.4 (Notice of Cancellation) is revised as follows:
For each insurance policy required by the insurance provisions of this Contract, the Contractor must provide to the City, within 5 business days of receipt, a notice if a policy is suspended, voided, or cancelled for any reason. Such notice must be mailed, emailed, or hand delivered to City of Phoenix Public Transit Department, **Attn: Procurement, 302 North 1st Avenue, Suite 900, Phoenix, AZ 85003, ptdprocurement@phoenix.gov**.
- 47.** Section 5.6, third paragraph, is revised as follows:
All certificates required by this Contract must be **mailed, emailed, or hand delivered** to City of Phoenix Public Transit Department, **Attn: Procurement, 302 North 1st Avenue, Suite 900, Phoenix, AZ 85003, ptdprocurement@phoenix.gov**. The City project/contract number and project description must be noted on the certificate of insurance. The City reserves the right to review complete copies of all insurance policies required by this Contract at any time. **DO NOT SEND CERTIFICATES OF INSURANCE TO THE CITY'S RISK MANAGEMENT DIVISION.**
- 48.** Section 6.29.1.9.5 is revised as follows:
All rear most forward facing 5 passenger seat assemblies shall be hinged with release latch or similar, to provide quick and easy access to underlying engine access panels on all model types. Seat bottoms removal shall not be required as part of this maintenance process. **In cases where hinged seats are not needed to access underlying components, the above requirements in this paragraph do not apply.**
- 49.** Section 6.29.3.4 (Door Projection) is revised as follows:
The exterior projection of the front doors beyond the side of the bus shall be minimized and shall not block the line of sight of the rear exit door via the curb side mirror when the doors are fully open. The exterior projection of both doors shall be minimized and shall not exceed 13 inches during the opening or closing cycles or when doors are fully opened. Projection inside the bus **shall be no more than 21.5 inches (maximum) or equal to or less than 21 inches (preferred)**. The closing edge of each door panel shall have no less than 2 inches of soft weather stripping. The doors, when closed, shall be effectively sealed and the hard surfaces of the doors shall be at least 4 inches apart. The combined weather seal and window glazing elements of the front door shall not exceed 10 degrees of binocular obstruction of the operator's view through the closed door.
- 50.** Section 6.29.4.10 is revised as follows:
Once the ramp control switch is activated, the passenger doors shall open, and an audible alarm at the accessible entrance shall be activated **three seconds** prior to deployment and retraction of the ramp. Total time of deployment or retraction (**including the three-second activation/alarm**) should be no less than 9 seconds and no more than 15 seconds.
- 51.** Section 6.30.10.2.3 (Brake Force) is revised as follows:
The force to depress the brake pedal shall be measured at the midpoint of the brake pedal. The brake pedal force **shall comply with standards set by FMVSS**.



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
 Solicitation Number: RFP PTD22-001
 Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
 Title: Green Transit Technology

City of Phoenix
 Public Transit Department
 302 North 1st Ave.
 Suite 900
 Phoenix, AZ 85003
PTDProcurement@phoenix.gov

52. Section 6.30.10.2.5 (Accelerator and Brake Pedal Location and Lateral Angle) is revised as follows:
 The location of the brake and accelerator pedals shall be determined by the manufacturer, based on space needs, visibility, lower edge of windshield, and vertical H-point. **The accelerator and brake pedal locations and angles shall comply with standards set by FMVSS.**

53. Section 6.30.10.2.2 (Brake Pedal Dimensions) is revised as follows:
 The floor mounted brake pedal **shall comply with standards set by FMVSS.**

54. Section 6.30.10.2.4 (Relative Position Between Accelerator Pedal and Brake Pedal) is revised as follows:
 The accelerator and brake pedal **positions in proximity to each other shall comply with standards set by FMVSS.**

55. Section 6.31.2.2 is revised as follows:
 The operator's view, perpendicular through operator's side window glazing, **should extend no less than 762 mm/30 inches (minimum) or equal to or greater than 838 mm/33 inches (preferred) to the rear of the Heel Point on the accelerator.** The view through the glazing at the front of the assembly should begin **no more than 699 mm/27.5 inches (maximum) or equal to or less than 660 mm/26 inches (preferred)** above the operator's floor to ensure visibility of an under-mounted convex mirror. Operator's window construction shall maximize ability for full opening of the window.

56. Section 6.41.3.3 (Training Subject Areas) is replaced as follows:

The following is a minimum required list identifying course disciplines (class topics are not limited to those listed):

	Subject	Hours/Day	Days to complete	Total hours per class	Times class offered during contract period - Minimum	Total hours through contract period
BASIC LEVEL	PM Inspection & Service	8	1	8	2	16
	Bus Air System Operation and Maintenance	8	1	8	2	16
	Bus Charging System Operation and Maintenance	8	1	8	2	16



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
 Solicitation Number: RFP PTD22-001
 Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
 Title: Green Transit Technology

City of Phoenix
 Public Transit Department
 302 North 1st Ave.
 Suite 900
 Phoenix, AZ 85003
PTDProcurement@phoenix.gov

General Brakes / Axles Maintenance	8	1	8	2	16
Propulsion Cooling System Operation and Maintenance	8	1	8	2	16
Electrical Systems and Wiring Maintenance	8	1	8	2	16
Multiplexing Operation	8	1	8	2	16
ADA Systems Operation and Maintenance	8	1	8	2	16
Air Suspension System Operation and Maintenance	8	1	8	2	16
Doors Operation and Maintenance	8	1	8	2	16
APC System Operation and Maintenance	8	1	8	2	16
HVAC Operation and Maintenance	8	2	16	2	32
Destination Signs and Camera Video Operation and Maintenance	4	.5	4	2	8
Propulsion System Maintenance	8	1	8	2	16
Gas Detection and Fire Suppression Operation and Maintenance	8	1	8	2	16
Operator Familiarization	2	.25	2	2	4



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
 Solicitation Number: RFP PTD22-001
 Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
 Title: Green Transit Technology

City of Phoenix
 Public Transit Department
 302 North 1st Ave.
 Suite 900
 Phoenix, AZ 85003
PTDProcurement@phoenix.gov

	Basic Level Total			126		252
	Subject	Hours/Day	Days to complete	Total hours per class	Times class offered during contract period - Minimum	Total hours through contract period
ADVANCED LEVEL	Bus Charging and Electrical System Diagnostics	8	2	16	2	32
	ABS Brakes Diagnostics	8	1	8	2	16
	Steering Controls Diagnostics	8	1	8	2	16
	Multiplexing Diagnostics	8	2	16	2	32
	Doors Diagnostics	8	1	8	2	16
	HVAC Diagnostics	8	2	16	2	32
	Propulsion System Diagnostics	8	1	16	2	32
	Propulsion System Cooling Diagnostics	8	2	16	2	32
	Advanced Level Total			104		208
	Grand Total Training Hours					460

57. Section 6.14.2 (Fuel Cell Electric Drive), last paragraph, is revised as follows:

The manufacturer shall warranty the traction motor(s) for a period of no less than twelve (12) years or a mileage of no less than 500,000 miles, whichever occurs first. The manufacturer shall also warranty all batteries and fuel cells for a period of no less than twelve (12) years with no limitation on mileage. This warranty shall also provide for replacement of any battery that **falls below 70% usable capacity (minimum) or falls to a usable capacity equal to or greater than 80% (preferred).**



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

58. Section 6.14.3 (Hybrid Electric Drive), last paragraph, is further revised (from Solicitation Addendum #2) as follows:

The manufacturer shall warranty the traction motor(s) for a period of no less than twelve (12) years or a mileage of no less than 500,000 miles, whichever occurs first. The manufacturer shall also warranty all batteries for a period of no less than twelve (12) years with no limitation on mileage. This warranty shall also provide for replacement of any battery that **falls below 60% usable capacity (minimum) or falls to a usable capacity equal to or greater than 80% (preferred)**.

59. Section 6.13.3 (Gradeability) is revised as follows:

Gradeability requirements shall be met on grades with a dry commercial asphalt or concrete pavement at GVWR with all accessories operating. The propulsion system and drive train shall enable the bus: **to achieve a speed of 40 mph on a 2.5% ascending grade and 15 mph on a 10% ascending grade (minimum); or achieve and maintain a speed of 40 mph on a 2.5% ascending grade and 15 mph on a 10% ascending grade (preferred)**.

60. Section 6.13.5 (Operating Range) is revised as follows:

The operating range of the coach shall be dependent on the type of propulsion system proposed and shall be designed to meet the Design Operating Profile. These are minimum ranges, and the City desires greater ranges due to the nature of the region's operational needs

- BEB 175 miles minimum
- **FCEV 245 miles (minimum), or equal to or greater than 300 miles (preferred)**
- HEV 350 miles minimum

61. Section 6.14.6 (Mounting) is revised as follows:

Hybrid Electric Only: The power plant shall be mounted in a compartment in the rear of the bus. All power plant mounting shall be mechanically isolated to minimize transfer of vibration to the body structure. Mounts shall control movement of the power plant so as not to affect performance of belt driven accessories or cause strain in piping and wiring connections to the power plant.

62. Section 6.15.7 (Fuel Filler) is revised as follows:

The fuel filler location shall be identified and **located 32 to 38 feet behind the centerline of the front door on the curbside of the bus (preferred) or anywhere else on the curbside of the bus (minimum)**. This filler location allows the most efficient use of the current fuel stations. The filler cap shall be retained to prevent loss and shall be recessed into the body so that spilled fuel will not run onto the outside surface of the bus.

63. Section 6.18.1.3 (Lubrication) is revised as follows:

All elements of steering, suspension, and drive systems requiring scheduled lubrication shall be provided with grease fittings conforming to SAE Standard J534. These fittings shall be located for ease of inspection and shall be accessible with a standard grease gun, **without a flexible hose end (preferred) or with a flexible hose end (minimum)**, from a pit or with the bus on a hoist.



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

Each element that requires lubrication shall have its own grease fitting with a relief path. Lubricant specified shall be standard for all elements on the bus serviced by standard fittings.

64. Section 6.21.3.1 is revised as follows:

Replaceable wheel bearing seals shall run on replaceable wear surfaces or be of an integral wear surface sealed design. **Wheel bearing shall be oil filled (preferred) or greaseable (minimum), and hub seals shall be designed to not leak or weep lubricant for 100,000 miles when running on the design operating profile.**

65. Section 6.22.1 (General), second paragraph, is revised as follows:

Provision shall be made to apply shop air to the bus air systems using a standard tire inflation type valve. A quick disconnect fitting shall be easily accessible and located in the engine compartment **for maintenance** and near the front bumper area **for maintenance and towing**. Retained caps shall be installed to protect fitting against dirt and moisture when not in use. **Air for the compressor shall be filtered.** The air system shall be protected by a pressure relief valve set at 150 psi and shall be equipped with check valve and pressure protection valves to assure partial operation in case of line failures.

66. Section 6.22.1.1 (Air Compressor) is revised as follows:

The air compressor shall be sized to charge the air system from 40 psi to the governor cutoff pressure in less than 3 minutes.

67. Section 6.27.8 (Bumpers Location) is revised as follows:

Bumpers shall provide impact protection for the front and rear of the bus with the top of the bumper being **28 ± 4 inches** above the ground. Bumper height shall be such that when one bus is parked behind another, a portion of the bumper faces will contact each other.

68. Section 6.28.1.2 is revised as follows:

The CITY may opt to cover additional select surfaces with spray on polyurethane coating similar to a truck bed liner. (Previous builds have used "Raptor" brand coating for reference) This coating shall be included on surfaces that are prone to damage occurring by vandalism, including graffiti and surface etching. Interior front wheel wells, modesty panels at the transition to the upper deck, and the rear bulkhead access panels, **if available for the bus**, shall have this coating installed as standard. Installation of this coating shall not impact serviceability of any of the components. Cost to install this additional anti-graffiti coating should be provided as requested in Microsoft Excel Tab 3 of the Price Schedule (Attachment A) on a price per sq. ft. basis. The **Contractor** shall also provide a color pallet indicating what colors are available for use.

69. Section 6.28.4.11.3 is revised as follows:

Lens material shall be polycarbonate. Lens shall be designed to effectively "mask" the passenger reading lights. Lens shall be sealed to inhibit incursion of dust and insects yet are easily removable for service. If threaded fasteners are used, they must be held captive in the lens. Access panels



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

shall be provided to allow servicing of components located behind light panels. If necessary, the entire light fixture shall be hinged.

70. Section 6.29.2.4.1 is revised as follows:

Except forward of the standee line and at the rear door, a continuous, full grip, overhead assist shall be provided. This assist shall be convenient to standees anywhere in the bus and shall be located over the center of the aisle seating position of the transverse seats. The assist shall be no less than 70 inches above the floor, **unless demonstrated for limited areas of the bus that the height is not possible.**

71. Section 6.29.4.2.1 is revised as follows:

Wheelchair positions shall be no less than 34 inches wide and **no less than 48 inches deep (minimum) or equal to or greater than 56 inches deep (preferred).** However, efforts to provide as much depth/length for each wheelchair position shall be required while maximizing the seating capacity.

72. Section 6.29.4.2.5 is revised as follows:

Each wheelchair position shall contain a push button or palm switch and grab handle installed on the bottom of the seat and a remote release switch for the rear belts, **unless demonstrated for limited areas of the bus that a remote release switch is not possible.**

73. Section 6.31.3.1 is deleted in its entirety.

74. Section 6.31.4.3 is revised as follows:

Windows on the bus sides and in the rear door shall be tinted a neutral color, complementary to the bus exterior. The tint color will be provided during the **pre-production** process with the paint details. The tint used shall provide the maximum available reduction in solar energy transmittance. The finished glazing materials must include the following Glazing Performance Specifications:

- Infrared Transmission no more than 10%
- UV Light Transmission **no more than 10% (minimum) or less than 1% (preferred)**

75. Section 6.37.3.1 is revised as follows:

The alternator, **if available for the bus**, shall be rated and capable of maintaining sufficient charge for all systems on board. The alternator and voltage regulators shall be suitable for extreme high temperature operating conditions as to be used in the desert southwest region. The Niehoff C800 series alternator with heavy duty regulator shall be installed. **The amperage rating required shall be a minimum 525.**

76. Section 6.30.5.1 is revised (with deletion of Kneel Ramp Control) as follows:

The following list for Normal Bus Operation identifies bus controls used to operate the bus safely and efficiently. These controls are frequently used, or they are critical to the operation of the bus.



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

They should be located within easy reach of the operator. The operator should not be required to stand or turn his/her body to view or to actuate these controls that include:

- Engine Start Switch or Button
- Four Position Master Run Switch
- Transmission Shift Select
- Parking Brake
- Door
- High Beam
- Turn Signals
- Hazard Lights
- Defroster
- Windshield Wiper
- Instrument Panel Lighting Intensity

77. Section 6.30.7 (Special Controls) is revised (with deletion of Kneel/Ramp Control and Fast Idle) as follows:

The following list of Special bus controls identifies the controls to initiate system diagnostics, control mirrors and speakers, etc. They are less often used than those in Normal Bus Operation. These controls should be within easy reach for viewing and actuation by the operator:

- ABS Diagnostics Test (**Warning/Failure**)
- **Hybrid Only:** Engine Diagnostic Test (**Warning/Failure**)
- **Hybrid Only:** Stop Engine Override
- Chime
- Drivers Fan
- Mirror Heater (Opt.)
- Public Address System
- Drivers HVAC
- Diagnostic Light Panel Test (**Warning/Failure**)
- Fire Suppression
- Destination Sign On/Off
- Remote Mirror Control
- Retarder
- Heater Blower Interlock (**Indicator**)

78. Section 6.37.2 (Master Battery Switch) is revised as follows:

A single master switch shall be provided near the battery compartment for the disconnecting of all battery positives (12V & 24V) except for safety devices such as fire suppression system and other systems as specified. The location of the master battery switch shall be clearly identified on the exterior access panel, be accessible in less than 10 seconds for deactivation, and prevent corrosion



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

from fumes and battery acid when the batteries are washed off or are in normal service. **The switch shall be painted red for high visibility.**

79. Section 6.37.8 (Electrical Compartments) is revised as follows:

All relays, controllers, flashers, circuit breakers, and other electrical components shall be mounted in easily accessible electrical compartments. All compartments exposed to the outside environment shall be corrosion resistant and sealed. The components and circuits in each electrical compartment shall be identified and their location permanently recorded on a drawing attached to the inside of the access panel or door. The drawing shall be protected from oil, grease, fuel, and abrasion. The front compartment shall be completely serviceable from the operator's seat, vestibule, or from outside. **Hybrid Only:** A rear start and run control box shall be mounted in an accessible location in the engine compartment.

80. Section 6.40.1 (General), second paragraph, is revised as follows:

Upon delivery of the Pilot bus for each bus type, the Contractor shall provide to the CITY, preferably in PDF format, a representation of the multiplex logic program. The CITY will return to the Contractor any required markups or corrections to the multiplex logic not later than 90 days prior to the start of production. The Contractor shall bear the responsibility of ensuring that the CITY's logic requirements will result in the safe operation of the vehicle and shall make the CITY aware of any inconsistencies regarding normal vehicle operations.

81. Section 6.28.4.5 (Modesty Panels) is revised as follows:

Sturdy divider panels constructed of durable, unpainted, corrosion-resistant material complementing the interior trim shall be provided to act as both a physical and visual barrier for seated passengers. Panels located in areas where graffiti is common will be coated with the same lining material as the wheel wells. Modesty panels shall be located at doorways to protect passengers on adjacent seats, and along front edge of rear upper level. Design and installation of modesty panels located in front of forward-facing seats shall include a handhold/grab handle along its top edge. These dividers shall be mounted on the sidewall and shall project toward the aisle no farther than passenger knee projection in longitudinal seats or the aisle side of the transverse seats. **The top of the upper-deck modesty panels shall extend no higher than 36 inches above the upper-deck floor and no lower than 30 inches above the upper-deck floor and those modesty panels forward of transverse seats shall extend downward to a level no higher than 1-1/2 inches above the upper deck floor.** Panels forward of longitudinal seats shall extend to below the level of the seat cushion. Dividers positioned at the doorways shall provide no less than a 2-1/2-inch clearance between the modesty panel and the opened door to protect passengers from being pinched. Modesty panels installed at doorways shall be equipped with grab rails. The modesty panel and its mounting shall withstand a static force of 250 pounds applied to a four-inch by four-inch area in the center of the panel without permanent visible deformation.

82. Section 6.30.6.6 is revised as follows:



SOLICITATION ADDENDUM #5

Addendum Issuance Date: July 21, 2022
Solicitation Number: RFP PTD22-001
Offer Due Date: Revised by this addendum to Monday, August 22, 2022, at 2:00 p.m. MST (Local Time)
Title: Green Transit Technology

City of Phoenix
Public Transit Department
302 North 1st Ave.
Suite 900
Phoenix, AZ 85003
PTDProcurement@phoenix.gov

To help eliminate windshield reflection on suburban roads where street lighting is at a low level, the interior lights shall be controlled by the toggle switch; off in "Off" and on in "Normal." (These lights shall be turned on at any time if the toggle switch is in the "On" position.)

- 83.** Section 6.39.5.2 (Network Cabling) is revised (with deletion of the original paragraph's second sentence) as follows:
The cabling shall be as required by the specifications of the selected VAN protocol. Pre-wiring the vehicle with data communications cabling will minimize the cost of installing the cabling and additional Information level components after vehicle delivery. The cable type shall be a standard terminal strip inside the electronics box.
- 84.** Section 1.3 (Schedule of Events) is revised to change the Offer Due Date as follows:
From: August 15, 2022 at 2:00PM MST (Phoenix local time)
To: August 22, 2022 at 2:00PM MST (Phoenix local time)

- II. Written Inquiries.** In response to Offerors' written inquiries in accordance with the Solicitation's **Section 1.7** ("Inquiries"), the City of Phoenix ("**City**") provides the enclosed answers, which are incorporated into this Addendum. The enclosed pdf file controls for purposes of this Addendum, but a courtesy MS Excel file has also been posted for the Offerors' viewing convenience.
- III. Remainder.** The balance of the RFP specifications and instructions remain the same. Offeror must acknowledge receipt and acceptance of **all** addenda by signing the Addenda Certification form (**Section 7.8**) and submitting the form with their proposal.