



### SOLICITATION ADDENDUM #3

Issuance Date: May 27, 2021  
Solicitation Number: RFP PTD20-003  
Solicitation Due Date: 06/22/2021, 2:00p.m. MST (Local Time)  
Page 1 of 80

**CITY OF PHOENIX**  
**Public Transit Department**  
**302 N. 1<sup>st</sup> Avenue**  
**8th Floor**  
**Phoenix, AZ 85003**  
**Phone: (602) 262-6948**

#### **MANUFACTURE AND DELIVERY OF HEAVY-DUTY TRANSIT BUSES AND SPARE PARTS**

A. The purpose of this addendum is to provide responses to questions received against the subject solicitation. Refer to attached Tables 1 and 2 for the City's responses to Offerors' questions.

*NOTE: Unless the City determines a need to further clarify a response to a specific Offeror's question, the responses provided herein are Final.*

B. The balance of this solicitation remains unchanged. Offerors must acknowledge receipt and acceptance of this addendum by returning the entire addendum with the proposal submittal.

Name of Company: \_\_\_\_\_

Address: \_\_\_\_\_

Authorized Signature: \_\_\_\_\_

Print Name and Title: \_\_\_\_\_



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| Item # | RFP Page | Section #   | Section Title                     | Specification Language   | Question   | City of Phoenix Response   |
|--------|----------|-------------|-----------------------------------|--|--|--|
| 1      | 39       | SECTION III | 3.6.4 Reimbursement for Labor     | The CITY shall be reimbursed by the Contractor for labor. The amount shall be determined by the CITY for a qualified mechanic at a straight time wage rate per hour, including fringe benefits and overhead adjusted for the CITY 's most recently published rate in effect at the time the Work is performed. | [Offeror] requests the CITY's most recent published labor rate.  | <ul style="list-style-type: none"> <li>The current North/South Transit Facilities rate (Transdev) is \$73.50/hour.</li> <li>The current West Transit Facility rate (First transit) is \$80/hour.</li> </ul>  |
| 2      | 19       | SECTION I   | TAB 2 - FINANCIAL INFORMATION, 3. | 3. Provide the Offeror's audited financial statements for the last three (3) years. If Offeror is a partnership, submit financial statements for each partner.   | <p>[Offeror] LLC is a privately held California company with the financial ability to complete this procurement. We have a fully operational, fully staffed manufacturing plant located in Livermore, California to manufacture the vehicles proposed in compliance with specifications. [Offeror] proposes to provide and discuss the Financial Statements during the negotiation process.</p> <p>We request approval to delete the submission of our "Confidential" financial report with the bid documents.</p> | <b>Not approved.</b> No change to the specification is warranted. The audited financial statements support the responsibility of an Offeror, and any offers received without these required components may be considered nonresponsive under Section 1.34.1 of the solicitation. Contractor may, pursuant to Section 1.20, clearly label/mark the information that it believes to be confidential as "confidential," and the Procurement Officer will not make that information available to the public (unless disclosure is necessary to support the evaluation process or required under applicable public records laws). If a public records request for such information is received, the Procurement Officer will notify the Offeror, who may then take such measures as it deems necessary to protect the information against disclosure. |



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|---|----------------------------|----------------|---------------------------|--|---|---|
| 3 | 40 +<br>amen<br>dment<br>1 | SECTION<br>III | 3.5.4, PARAGRAPH<br>1     | Prices shall be firm and fixed for the five-year term of the contract. However, for buses purchased after the 24th month, and each subsequent year of the Contract, the unit price for each bus type may be adjusted, at the City's sole discretion, in accordance with Attachments A & B (Price Schedule), plus any price increase or decrease (not to exceed 3% annually) based on the U.S. Department of Labor, Bureau of Labor Statistics, Producer Price Index (PPI). If adjusted in the City's sole discretion, 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:<br>Latest Published Preliminary Index Number<br>Prior to Notice to Proceed /Index Number<br>on Effective Date of the Contract. | 1. [Offeror] requests deletion of the wording "at the City's sole discretion" & "in the City's sole discretion" from the first paragraph. Price adjustments would be in compliance with the PPI Index 1413 and the fraction shown on receipt of the Notice to Proceed. This is the APTA standard recommended wording for bus procurements.<br>2. [Offeror] requests revision of the annual price increase "not to exceed 5%". | Not approved. No change to the specification is warranted. The City reserves the right to exercise its discretion in adjusting these prices. And the 3% increase/decrease limit will remain unchanged.  |
| 4 | 41                         | SECTION<br>III | 3.8.1 PAYMENT<br>SCHEDULE | For each bus delivered, the Contractor shall issue two (2) invoices. The first invoice shall be issued at the time of delivery to CITY facility for an amount equal to eighty percent (80%) of the total bus price. The second invoice shall be issued upon acceptance of the bus by the CITY for an amount equal to twenty percent (20%) of the total bus price. Invoices shall be paid within forty-five (45) calendar days after receipt of a correct invoice, unless other payment terms are given. For each bus delivered, the Contractor shall issue two (2) invoices. The first invoice shall be issued at  | 1. [Offeror] requests approval to issue one (1) invoice for each vehicle. The invoice will be dated with the date the vehicle ships from the manufacturing plant.<br>2. We request payment be revised to the current industry standard:<br>The City shall make payment to the Contractor within 30 calendar days after delivery -and acceptance of each vehicle   | <b>Not approved.</b> No change to the specification is warranted.<br><br>Two invoices are required in accordance with the City's Accounts Payable process. The first invoice covers the 80% due at bus delivery; the second invoice covers the 20% due at final acceptance/approval to ensure that the Contractor properly completes each bus.<br>The City's internal procedures and necessary approvals require up to 45 days to process each payment. |



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|---|----|------------|--------------|---|---|--|
|   |    |            |              | the time of delivery to CITY facility for an amount equal to eighty percent (80%) of the total bus price. The second invoice shall be issued upon acceptance of the bus by the CITY for an amount equal to twenty percent (20%) of the total bus price. Invoices shall be paid within forty-five (45) calendar days after receipt of a correct invoice, unless other payment terms are given. |   |  |
| 5 | 63 | SECTION IV | 4.18 BONDING | 1. A bid guarantee from each bidder equivalent to five percent of the bid price. The "bid guarantee" must consist of a firm commitment such as a bid bond, certified check, or other negotiable instrument accompanying a bid as assurance that the bidder will, upon acceptance of the bid, execute such contractual documents as may be required within the time specified.                 | [Offeror] request clarification - is a Bid bond required with this procurement? | No bid bond is required. The contract to be awarded is not a construction or facility improvement contract that would require a bid guarantee. |



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|---|----|-----------|-------------------------------|---|--|---|
| 6 | 79 | SECTION V | 5.1 DEFENSE & INDEMNIFICATION | <p>Contractor ("Indemnitor") must defend, indemnify, and hold harmless the City of Phoenix and its officers, officials (elected or appointed), agents, and employees ("Indemnitee") from and against any and all claims, actions, liabilities, damages, losses or expenses (including but not limited to court costs, attorney fees, expert fees, and costs of claim processing, investigation and litigation) of any nature or kind whatsoever ("Losses") caused, or alleged to be caused, in whole or in part, by the wrongful, negligent or willful acts, or errors or omissions of Indemnitor or any of its owners, officers, directors, members, managers, agents, employees or subcontractors ("Indemnitor's Agents") arising out of or in connection with this Contract. This defense and indemnity obligation includes holding Indemnitee harmless for any Losses arising out of or recovered under any state's Workers' Compensation Law or arising out of the failure of Indemnitor or Indemnitor's Agents to conform to any federal, state or local law, statute, ordinance, rule, regulation or court decree. Indemnitor's duty to defend Indemnitee accrues immediately at the time a claim is threatened or a claim is made against Indemnitee, whichever is first. Indemnitor's duty to defend exists regardless of whether Indemnitor is ultimately found liable. Indemnitor must indemnify Indemnitee from and against any and all Losses, except where it is proven</p> | <p>[Offeror] requests the addition of the following paragraph to this section - this is APTA recommended wording for indemnification: GC 9.1.2 The obligations of the Contractor under the above paragraph shall not extend to circumstances where the injury, death or damages are caused solely by the negligent acts, errors or omissions of the Agency, its officers, employees, agents or consultants, including, without limitation, negligence in: (1) the preparation of the Contract documents, or (2) the giving of directions or instructions with respect to the requirements of the Contract by written order. The obligations of the Contractor shall not extend to circumstances where the injury, death or damages are caused, in whole or in part, by the negligence of any third-party operator, not including an assignee or Subcontractor of the Contractor, subject to the right of contribution. In case of joint or concurrent negligence of the parties giving rise to a claim or loss against either one or both, each shall have full rights of contribution from the other.</p> | <p><b>Not approved.</b> No change to the specification is warranted. Under Phoenix City Code sec. 42-18(C), the City shall include in all contracts such terms and conditions requiring indemnification of the City sufficient to provide adequate protection consistent with the reasonable business requirements of the City. The City has developed the standard indemnity language, which must remain unchanged in the solicitation, to provide such adequate protection.</p> |
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|   |    |           |                                   | that those Losses are solely a result of Indemnitee’s own negligent or willful acts or omissions. Indemnitor will be responsible for primary loss investigation, defense and judgment costs where this indemnification applies. In consideration of the award of this Contract, Indemnitor waives all rights of subrogation against Indemnitee for losses arising from the work performed by Indemnitor or Indemnitor’s Agents for the City of Phoenix. The obligations of Indemnitor under this provision survive the termination or expiration of this Contract. |   |  |
| 7 | 79 | SECTION V | 5.3 SCOPE AND LIMITS OF INSURANCE | INSURANCE COVERAGE VARIOUS LIMITS LISTED.  | [Offeror] requests approval of our CERTIFICATE OF LIABILITY INSURANCE coverage for this procurement - reference our attached certificate. | <b>Not approved.</b> The certificate provided does not meet the insurance requirements of this solicitation.<br><br>Under Phoenix City Code sec. 42-18(C), the City shall include in all contracts such terms and conditions requiring insurance providing coverage for the City sufficient to provide adequate protection consistent with the reasonable business requirements of the City. The City has developed standard insurance language, which must remain unchanged in the solicitation, to |



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|---|----|--------|------------------------|---|--|--|
|   |    |        |                        |   |  | provide such adequate protection. All insurance certificates must reflect these insurance requirements.  |
| 8 | 27 | 2.3.1. | RECORDS                | All books, accounts, reports, files and other records relating to the contract will be subject at all reasonable times to inspection and audit by the CITY for five years after completion of the contract. Such records will be produced at a City of Phoenix office as designated by the CITY. Confidentiality will be maintained, and CITY will not violate any proprietary or other confidentiality agreements Contractor has in place. | <p>[Offeror] requests approval to add the following paragraph at the end of the section:</p> <p>The City and its representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to conducting any inspection, audit or review, as applicable under the terms and conditions of the Contract, in order to protect and maintain the confidentiality of the Contractor's information.</p> <p>The purpose of the revision is that the term ensures that the City enters into a confidentiality agreement before permitting access of third party or i[f] reviewing [Offeror]'s information to ensure confidentiality is preserved and proprietary interests protected.</p> | Not approved. No change to the specification is warranted. This section expressly provides that "[c]onfidentiality will be maintained, and CITY will not violate any proprietary or other confidentiality agreements [that] Contractor has in place." Any documents that Contractor believes to be confidential should be marked "confidential" when provided to the City, and the City will not make that information available to the public (unless required under applicable public records laws). If a public records request for such information is received, the City will notify the Contractor, who may then take such measures as it deems necessary to protect the information against disclosure. |
| 9 | 32 | 2.6.1  | TITLE AND RISK OF LOSS | The title and risk of loss of material or service will not pass to the City until the City actually receives the material or service at the point of delivery; and such loss, injury, or destruction will not release seller from any obligation hereunder.   | <p>[Offeror] request revision of the statement as follows:</p> <p>The title and risk of loss of material or service will not pass to the City until the City actually receives the material or service at the point of delivery; and such loss, injury, or destruction will not release seller from any obligation hereunder. Title to the bus shall pass to the City upon acceptance of the bus [by] the City.</p> <p>The purpose of the revision is to clarify when risk of loss transfers occurs - upon delivery, and when title transfers occurs- upon acceptance.</p>   | <b>Not approved.</b> No change to the specification is warranted. The City has developed standard title/risk of loss language, which must remain unchanged in the solicitation, to address risk for damage or destruction of the good/services. Further, Section 2.6.2 of the solicitation provides that "[a]ll material or service is subject to final inspection and acceptance by the City. Material or service failing to conform to the specifications of this contract will be held at Contractor's risk and may be returned to the Contractor. If so returned, all costs are the responsibility of the Contractor."   |





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|----|----|--------|---|--|--|--|
| 10 | 32 | 2.6.3. | <p><b>FORCE MAJEURE and COVID-19 Delays</b></p> | <p>Except for payment of sums due, neither party will be liable to the other nor deemed in default under this contract if and to the extent that such party's performance of this contract is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control of the party affected and occurs without its fault or negligence. Force majeure will not include late performance by a subcontractor unless the delay arises out of a force majeure occurrence in accordance with this force majeure term and condition.</p> <p>If either party is delayed at any time in the progress of the work by force majeure, the delayed party will notify the other party in writing of such delay, as soon as is practical, of the commencement thereof and will specify the causes of such delay in such notice. Such notice will be hand-delivered or mailed certified-return receipt and will make a specific reference to this provision, thereby invoking its provisions. The delayed party will cause such delay to cease as soon as practicable and will notify the other party in writing when it has done so. The time of completion will be extended by contract modification for a period of time equal to the time that results or effects of such delay prevent the delayed party from performing in accordance with this contract.</p> | <p>[Offeror] request revision of the statement as follows:</p> <p>Except for payment of sums due, neither party will be liable to the other nor deemed in default under this contract if and to the extent that such party's performance of this contract is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control of the party affected and occurs without its fault or negligence. Force majeure will not include late performance by a subcontractor unless the delay arises out of a force majeure occurrence in accordance with this force majeure term and condition. For certainty, a force majeure event shall include but not be limited to, natural disasters, floods, fires, pandemics, epidemics, acts of war or terrorism, labor shortages, strikes or lock-outs or shortages or loss of transportation.</p> <p>If either party is delayed at any time in the progress of the work by force majeure, the delayed party will notify the other party in writing of such delay, as soon as is practical, of the commencement thereof and will specify the causes of such delay in such notice. Such notice will be hand-delivered or mailed certified-return receipt and will make a specific reference to this provision, thereby invoking its provisions. The delayed party will cause such delay to cease as soon as practicable and will notify the other party in writing when it has done so. The time of completion will be extended by contract modification for a period of time equal to the time that results or effects of such delay prevent the delayed party from performing in accordance with this contract.</p> <p>The Contractor shall not be liable for failure to perform</p> | <p><b>Not approved.</b> No change to the specification is warranted. The City has developed standard force majeure language, which must remain unchanged in the solicitation, to address delay of contract performance. The City will review any force majeure claims on a case-by-case basis.</p> |
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|  |  |  |  |  | <p>any of its obligations under the Contract during any period in which the Contractor cannot perform due to the impact of the COVID-19 pandemic on its operations, provided that the Contractor promptly notifies the City in writing of such issues. The Contractor and City shall work together in a good faith and commercially reasonable manner in an attempt to modify the required obligations if necessary.</p> <p>The purpose of the revision is to specify force majeure events and adds COVID-19 delays.</p> |  |
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|----|----|---------|---------------------------------------|--|--|---|
| 11 | 35 | 2.8.2.1 | CONDITIONS AND CAUSES FOR TERMINATION |  | <p>[Offeror] request the following statement to be added to the end of the section:</p> <p>For certainty, [t]he Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination.</p> <p>The purpose of the revision is to clarify the costs that should be contemplated in case of termination of contract.</p> | <p><b>Not approved.</b> No change to the specification is warranted. The City has developed standard termination for convenience language, which must remain unchanged in the solicitation, to address termination for convenience. Under Section 2.8.2.1 of the solicitation, if a contract is terminated by the City for convenience, then “the City will be liable only for payment under the payment provisions of this contract for services rendered and accepted material received by the City before the effective date of termination.” The City will review any cost claims in a termination for convenience on a case-by-case basis.</p> |
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|----|----|--|----------------------------|---|--|---|
| 12 | 40 | Addendum #1<br><br>3.7.4<br><br>Attachment A & B | Price Adjustment Procedure | Addendum #1 update of section 3.7.4:<br><br>Prices shall be firm and fixed for the five-year term of the contract. However, for buses purchased after the 24th month, and each subsequent year of the Contract, the unit price for each bus type may be adjusted, <b>at the City's sole discretion</b> , in accordance with Attachments A & B (Price Schedule), plus any price increase or decrease (not to exceed 3% annually) based on the U.S. Department of Labor, Bureau of Labor Statistics, Producer Price Index (PPI). If adjusted <b>in the City's sole discretion</b> , 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: | [Offeror] requests approval to update the following paragraph found in sections:<br><br>- Price Adjustment Procedure - Section 3.7.4<br>- Evaluation Criterion #3 - Price (page 24)<br>- ATTACHMENTS A & B – PRICE SCHEDULE (Page 219)<br><br>to read as:<br><br>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 vehicle type shall be adjusted at the City's sole discretion, in accordance with the Contract Pricing Schedule (Attachments A & B), plus any price increase or decrease (not to exceed 3% annually) based on the U.S. Department of Labor, Bureau of Labor Statistics, Producer Price Index (PPI). If adjusted in the City's sole discretion, 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:<br><br>This will ensure the best possible price will be provided for the first 24 months of the contract, as opposed to potentially over inflating the price. A price increase of maximum 3% will protect the authority of mayor changes due to PPI adjustments. | <p><b>Not approved.</b> See response to Item No. 3.</p> |
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| 13 | 55 | 4.4 | FEDERAL CHANGES - Price adjustment | Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the FTA Master Agreement between the City of Phoenix and the FTA, as they may be amended or promulgated from time to time during the term of the Contract. Contractor's failure to so comply shall constitute a material breach of the Contract. | <p>[Offeror] requests approval to add the following paragraph at the end of the section:</p> <p>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 the City and the Contractor.</p> <p>The purpose of the revision is that the terms addresses good faith handling of regulatory changes which require price adjustment under the contract.</p> | <p><b>Not approved.</b> No change to the specification is warranted. The City, in consultation with FTA Guidance, has developed standard federal changes language, which must remain unchanged in the solicitation, to address compliance with all applicable FTA regulations, policies, procedures, and directives.</p> |
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| 14 | 79 | 5.1 | DEFENSE AND INDEMNIFICATION | <p>Contractor (“Indemnitor”) must defend, indemnify, and hold harmless the City of Phoenix and its officers, officials (elected or appointed), agents, and employees (“Indemnitee”) from and against any and all claims, actions, liabilities, damages, losses or expenses (including but not limited to court costs, attorney fees, expert fees, and costs of claim processing, investigation and litigation) of any nature or kind whatsoever (“Losses”) caused, or alleged to be caused, in whole or in part, by the wrongful, negligent or willful acts, or errors or omissions of Indemnitor or any of its owners, officers, directors, members, managers, agents, employees or subcontractors (“Indemnitor’s Agents”) arising out of or in connection with this Contract. This defense and indemnity obligation includes holding Indemnitee harmless for any Losses arising out of or recovered under any state’s Workers’ Compensation Law or arising out of the failure of Indemnitor or Indemnitor’s Agents to conform to any federal, state or local law, statute, ordinance, rule, regulation or court decree. Indemnitor’s duty to defend Indemnitee accrues immediately at the time a claim is threatened or a claim is made against Indemnitee, whichever is first. Indemnitor’s duty to defend exists regardless of whether Indemnitor is ultimately found liable. Indemnitor must indemnify Indemnitee from and against any and all Losses, except where it is proven</p> | <p>[Offeror] request revision of the statement as follows:</p> <p>Contractor (“Indemnitor”) must defend, indemnify, and hold harmless the City of Phoenix and its officers, officials (elected or appointed), agents, and employees (“Indemnitee”) from and against any and all proven third party claims, actions, liabilities, damages, losses or expenses (including but not limited to court costs, reasonable attorney fees, expert fees, and costs of claim processing, investigation and litigation) of any nature or kind whatsoever (“Losses”) directly caused, or alleged to be caused, in whole or in part, by the wrongful, negligent or willful acts, or errors or omissions of Indemnitor or any of its owners, officers, directors, members, managers, agents, employees or subcontractors (“Indemnitor’s Agents”) in performance of arising out of or in connection with this Contract. This defense and indemnity obligation includes holding Indemnitee harmless for any Losses arising out of or recovered under any state’s Workers’ Compensation Law or arising out of the failure of Indemnitor or Indemnitor’s Agents to conform to any federal, state or local law, statute, ordinance, rule, regulation or court decree. Indemnitor’s duty to defend Indemnitee accrues immediately at the time a claim is threatened or a claim is made against Indemnitee, whichever is first. Indemnitor’s duty to defend exists regardless of whether Indemnitor is ultimately found liable. Indemnitor must indemnify Indemnitee from and against any and all Losses, except where it is proven that those Losses are solely a result of Indemnitee’s own negligent or willful acts or omissions. Indemnitor will be responsible for primary loss investigation, defense and judgment costs where this indemnification applies. In consideration of the award</p> | <p><b>Not approved.</b> No change to the specification is warranted. See response to Item No. 6.</p> |
|----|----|-----|-----------------------------|---|---|--|



**SOLICITATION ADDENDUM #3**

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**TABLE 1**

**CITY OF PHOENIX**  
**Public Transit Department**  
**302 N. 1<sup>st</sup> Avenue**  
**8th Floor**  
**Phoenix, AZ 85003**  
**Phone: (602) 262-6948**

that those Losses are solely a result of Indemnitee's own negligent or willful acts or omissions. Indemnitor will be responsible for primary loss investigation, defense and judgment costs where this indemnification applies. In consideration of the award of this Contract, Indemnitor waives all rights of subrogation against Indemnitee for losses arising from the work performed by Indemnitor or Indemnitor's Agents for the City of Phoenix. The obligations of Indemnitor under this provision survive the termination or expiration of this Contract.

of this Contract, Indemnitor waives all rights of subrogation against Indemnitee for losses arising from the work performed by Indemnitor or Indemnitor's Agents for the City of Phoenix. The obligations of Indemnitor under this provision survive the termination or expiration of this Contract.

The purpose of the revision is to restricts indemnity to proven third party damages for negligence and removes direct defense provision.



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|----|----|-------------|-----------------------------|-----------------------|---|--|
| 15 | NA | NA          | Proposal Validity           | RFP Proposal Validity | [Offeror] respectfully requests the bid proposal validity period to be indicated.   | <p>Acknowledged. By addendum, RFP Section I, Sub-section 1.12, will be revised to add the following:</p> <p>"An offer may not be modified, withdrawn or canceled by an Offeror for <u>180 calendar days</u> following the offer submission deadline and, by submitting an offer, each Offeror agrees to keep the offer firm for that period of time."</p>  |
| 16 | NA | New Section | License to Use Subject Data |                       | <p>[Offeror] requests approval to add the following section related to License to Use Subject Data:</p> <p>All "subject data", including specifications, technical data, records and reports, engineering drawings (including shop drawings and working drawings), manuals and instruction materials and computer or microprocessor software that is delivered or specified to be delivered under the Contract shall remain the property of the Contractor; provided however, the City shall have a royalty-free, non-exclusive, non-transferable and irrevocable license to use such subject data only for the purposes of operating and maintaining the buses.</p> <p>The purpose of the revision is to clarify that pre-existing subject data remains property of [Offeror] with license for use as defined.</p> | <p><b>Not approved.</b> No change to the specification is warranted. The City has developed standard confidentiality and data security language (Section 3.28 of the solicitation) for ownership of data. Under Section 3.28, only data prepared/obtained by or transmitted to Contractor in connection with this Agreement is confidential, proprietary information owned by the City. Accordingly, Offeror's pre-existing subject data that was not prepared/obtained by or transmitted to Contractor under the scope of an Agreement with the City remains the property of Offeror.</p> |





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|----|-----|--|--------------------------|--|---|---|
| 17 | NA  | New Section - IV - Post Award Contractual Requirements | Waiver                   |  | <p>[Offeror] requests approval to add the following section:</p> <p>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.</p> <p>The purpose of the revision is that the term is a standard contractual term to ensure that any waiver by either party does not impact the enforceability of the rest of the contract.</p> | <p><b>Not approved.</b> No change to the specification is warranted. The City has developed standard strict performance language (Section 3.21 of the solicitation) to ensure that any waiver by either party does not impact the enforceability of the rest of the contract.</p>   |
| 18 | N/A | Section I  | Instructions to Offerors |  | <p>[Offeror] has a bid into the City of Phoenix Public Transit Department for the sale of new buses. Currently, we are registered with an AZ Sales Tax number, along with an AZ Corp Commission File No.</p> <p>However, can you advise us if we also need to obtain:</p> <ol style="list-style-type: none"> <li>1) Use Tax No for Out-of-State Suppliers, and</li> <li>2) City of Phoenix Sales Tax No.</li> </ol>   | <p>Due to the complexity of Arizona tax laws, PTD Procurement is not in a position to provide advice on these matters. We can only direct you to the Arizona Department of Revenue site for information on the state's Transaction Privilege/Sales Tax.</p> <p><a href="https://azdor.gov/transaction-privilege-tax-tpt">https://azdor.gov/transaction-privilege-tax-tpt</a></p> <p>While on the site, you may also want to review the section on "Nexus Program TPT" regarding Use Tax. Additionally, the links below are available to answer questions related to TPT/Sales Tax licenses:</p> <p><a href="https://azdor.gov/transaction-privilege-tax/do-i-need-tpt-license">https://azdor.gov/transaction-privilege-tax/do-i-need-tpt-license</a></p> <p><a href="https://azdor.gov/contact-us">https://azdor.gov/contact-us</a></p> |



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| Item # | RFP Page | Section # | Section Title | Specification Language  | Question  | City of Phoenix Response  |
|--------|----------|-----------|---------------|---|---|---|
| 1      | 32       | 2.6.2.    | ACCEPTANCE    | All material or service is subject to final inspection and acceptance by the City. Material or service failing to conform to the specifications of this contract will be held at Contractor's risk and may be returned to the Contractor. If so returned, all costs are the responsibility of the Contractor. Noncompliance will conform to the cancellation clause set forth in this document. | <p>[Offeror] requests the following statement to be added to the section:</p> <p>For certainty, within fifteen (15) calendar days after delivery of the bus to the City, the City shall conduct acceptance tests on the bus. The acceptance tests to be conducted by the City, and the criteria and standards in respect of such tests, shall be agreed upon by the City and the Contractor prior to the Contractor building the buses. If a bus passes these tests, or if the City does not notify the Contractor of non-acceptance within 15 calendar days after delivery of the bus, acceptance of the bus by the City shall be deemed to have occurred on the 15th day after delivery. Acceptance shall occur earlier if the City notifies the Contractor of early acceptance or puts the bus into revenue service.</p> <p>The purpose of the revision is to further define the acceptance process.</p> | <p><b>Not approved.</b> No changes to the specifications are warranted. See Solicitation Section 3.4 for specifications on post-delivery bus testing.</p> |



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|   |    |        |                              |   |  |   |
|---|----|--------|------------------------------|---|--|---|
| 2 | 38 | 3.4    | Post-Delivery Tests          | <p>The post-delivery tests shall include visual inspection and bus operations. No post-delivery test shall apply criteria that are different from the criteria applied in an analogous pre-delivery test (if any).</p>                            | <p><i>[Offeror] requests the following statement to be added at the end of first paragraph before second paragraph:</i></p> <p><i>For certainty, within fifteen (15) calendar days after delivery of the bus to the City, the City shall conduct acceptance tests on the bus. The acceptance tests to be conducted by the City, and the criteria and standards in respect of such tests, shall be agreed upon by the City and the Contractor prior to the Contractor building the buses. If a bus passes these tests, or if the City does not notify the Contractor of non-acceptance within 15 calendar days after delivery of the bus, acceptance of the bus by the City shall be deemed to have occurred on the 15th day after delivery. Acceptance shall occur earlier if the City notifies the Contractor of early acceptance or puts the bus into revenue service.</i></p> <p><i>The purpose of the revision is to clarify the acceptance process.</i></p> | <p><b>Not approved.</b> No changes to the specifications are warranted. See response to Item 1 above.</p> |
| 3 | 43 | 3.10.3 | Parts Availability Guarantee | <p>Parts shall be interchangeable with the original equipment and shall be manufactured in accordance with the quality assurance provisions of this Contract. Prices shall not exceed the Contractor's then-current published catalog prices.</p> | <p>[Offeror] will like to clarify that parts pricing lists are not generated. Thirty (30) day pricing information will be only provided for parts listed in the Recommended Stocking List during customer's first-bus delivery, and more inclusive Parts Provisioning List following last-bus delivery. Thereafter competitive pricing will be made available by the Agency's designated [Offeror] Customer Service Representative.</p>  | <p>Acknowledged. No change to the specification language is warranted.</p>                                |



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|---|----|--------|---|---|--|--|
| 4 | 43 | 3.10.3 | Parts Availability Guarantee                    | Where the parts ordered by the CITY are not received within two (2) working days of the agreed-upon time and date and a bus procured under this Contract is out of service due to the lack of said ordered parts, then the Contractor shall provide the CITY, within eight (8) hours of the CITY's verbal or written request, the original Suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by the CITY. | [Offeror] requests approval to modify the following statement as follows:<br><br>Where the parts ordered by the CITY are not received within two (2) working days of the agreed-upon time and date and a bus procured under this Contract is out of service due to the lack of said ordered parts, then the Contractor shall provide the Agency, within <del>eight (8) hours</del> twenty-four (24) hours of the CITY's verbal or written request, the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by the Agency. | Approved. By addendum, the City will allow 24 hours instead of 8 within the City's specifications. |
| 5 | 91 | 5.A.1  | Overall requirements - Dimensions Physical Size | 40-Foot Transit Bus<br>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.<br>• Body Length: 40 feet, 4 inches  | [Offeror] clarifies that the maximum body length of the 40-foot transit bus, with exceptions, will be 40 feet, 4 inches.   | Acknowledged.  |
| 6 | 92 | 5.A.2  | Overall requirements - Dimensions Physical Size | 60-Foot Articulated Bus<br>With the exception of exterior mirrors, marker and signal lights, flexible portions of the bumpers, fender skirts, and rub rail, the buses shall have the following overall dimensions.<br>• Body Length: 60 Feet, 4 inches  | [Offeror] clarifies that the maximum body length of the 60-foot transit bus, with exceptions, will be 60 feet, 4 inches.   | Acknowledged.  |



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|----|----|-------|---|--|--|--|
| 7  | 93 | 5.A.2 | Overall requirements - Dimensions Physical Size | Turning Radius: 516" maximum (outside TR0) 204" (inside TR4) – see diagram below   | [Offeror] requests approval to provide a maximum TR0 radius of 528 inches and a TR4 radius of 267.3 inches. This is standard configuration and is the same as provided on the most recent 60' [Offeror] builds.  | Approved, but will be considered during evaluation and scoring.  |
| 8  | 95 | 5.D   | Interior Headroom                               | At the centerline of the window seats, headroom shall be no lower than 65 inches.  | [Offeror] requests approval to provide a headroom measurement of 56" at the centerline of the rear bench window seats only. However, when a person stands up, the actual headroom is the normal ceiling height of 78". This is further to the design of the rear bench seating area.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved. This meets the intent of the specification, as the actual standing room of the passengers will satisfy the clearance.  |
| 9  | 96 | 6. B. | Maintenance and Inspection                      | 2. In the event a requirement to use special tools is unavoidable, the Contractor shall provide three of the special tools per bus build at no charge to the City.   | [Offeror] clarifies that any special tooling will be priced separately from the bus price as per the optional component price sheet. Hence this requirement is no longer needed, and [Offeror] respectfully requests its removal.  | Acknowledged. By addendum, this section will be removed from the solicitation.   |
| 10 | 96 | 5.E   | Interchangeability                              | Any one component or unit used in the construction of these buses shall be an exact duplicate in design, manufacture, and assembly for each bus in each order group. | [Offeror] requests approval to provide coaches manufactured within a given production run to be duplicates in design; However, since this request for proposal includes options for additional coaches, interchangeability cannot be guaranteed between option orders. For example, the engine manufacturer might change emission components in order to meet regulatory requirements that might change. | <b>Not approved.</b> It is understood that changes may occur between bus builds. PTD does not expect any options to be exercised individually, but if they were, they would be considered their own build. |



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|----|-----|--------|------------------------------------|--|--|---|
| 11 | 99  | 12.F   | Vehicle Performance - Fuel Economy | The bus fueled by B20 bio-diesel shall achieve an average fuel economy ≥ 4.0 miles per gallon when run on the “Transit Coach Duty Cycle,” loaded to SLW.   | <p>[Offeror] requests approval to provide the following average fuel economy based on 144 US gallon tank capacity with 125 usable US gallons.</p> <p>[40' Diesel]<br/>         Average CBD Phase Consumption: 3.94 MPG<br/>         Average Arterial Phase Consumption: 4.48 MPG<br/>         Average Commuter Phase Consumption: 8.20 MPG<br/>         Overall Average Fuel Consumption: 4.82 MPG</p> <p>[60' Diesel]<br/>         Average CBD Phase Consumption: 2.73 MPG<br/>         Average Arterial Phase Consumption: 3.12 MPG<br/>         Average Commuter Phase Consumption: 5.56 MPG<br/>         Overall Average Fuel Consumption: 3.34 MPG</p> <p>This is the same as provided on previous diesel [Offeror] builds.</p> | Approved. This meets the spec for a 40' unit. A 60' uses more fuel, so this is acceptable for the 60'. By addendum, the specifications will provide for an overall average of 3.0 MPG on 60' buses. |
| 12 | 100 | 13.A.1 | Drivetrain - Engine                | The 60-foot buses will require the 320 hp configuration.   | On behalf of Cummins, [Offeror] would like to clarify that, starting in 2021 Cummins will only provide L9 diesel engine with 350hp rating for 60ft non-hybrid transit buses.   | Acknowledged.   |
| 13 | 100 | 13.A.9 | Drivetrain - Engine                | A control shall be available to the operator, to allow temporary override (30-45 seconds) of the engine protection/shutdown system if engine power is required to move the bus in emergency conditions. The number of temporary override activations shall be <b>limited to five times</b> per incident. | [Offeror] requests approval to provide an engine override switch that functions similar to what was provided in previous builds. Please note that current engine override switch is controlled by Cummins, and can be activated more than 5 times. However, if this limitation is required, [Offeror] will work with Phoenix to find a solution to meet the intent of this requirement after bid award.  | <b>Not approved</b> , but PTD is willing to seek a workable solution with the Contractor, subject to Cummins' limitations.  |



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|----|-----|----------|--|--|--|---|
| 14 | 101 | 13.B     | Drivetrain - Cooling Systems                 | The cooling system in new condition shall have an ambient capacity of at least 130°F with the manufacturer-specified mix of approved ethylene glycol/de-ionized water and SCA (Supplemental Coolant Additives).  | [Offeror] requests approval to provide the following, based on EMP radiator:<br><br>120F LAT for CNG 60'<br>120F LAT for CNG 40'<br>126F LAT for Diesel 60'<br>130F LAT for Diesel 40'<br><br>Should Modine be selected for the radiator, similar LAT for above with exception of the Diesel 60' which exceeds the 130F requirement.   | Approved, but will be considered during evaluation and scoring.   |
| 15 | 101 | 13.B.1.a | Drivetrain - Cooling Systems -Engine Cooling | All low points in the water-based cooling system shall be equipped with drain cocks.   | [Offeror] requests approval to provide a radiator that is equipped with a drain cock. All other lower points have a basic hex drain plug.<br><br>This is the same as provided on the most recent [Offeror] builds.   | Approved. This meets the intent of the specification, as the plugs can still be drained.  |
| 16 | 102 | 13.B.1.b | Drivetrain - Cooling Systems -Engine Cooling | In addition, a spring loaded, push-button-type valve to safely release pressure or vacuum in the cooling system shall be provided, with both the valve and water filler no more than 60 inches above the ground and both shall be accessible through the same access door. | [Offeror] requests approval to provide a pressure release lever that is built into the cooling system pressure cap. The coolant is now filled via the coolant recovery tank which is accessible through the rear engine door. It is no longer filled via the surge tank door on the street-side of the bus.<br><br>This is the same as provided on the most recent [Offeror] builds. | Approved. By addendum, this section will be revised to provide that coolant recovery tanks may instead be accessible through a rear engine door, subject to the accessibility requirements of this section. |
| 17 | 102 | 13.B.1.g | Drivetrain - Cooling Systems -Engine Cooling | Electric fan motor speeds shall have a minimum operating range of 0-4500 rpm with the capability of reverse operation in order to assist in debris removal.  | On behalf of EMP, [Offeror] requests approval to provide an EMP 11" fan that has a motor speed range of 0-5500 RPM. EMP 15" fans have motor speed range of 0-4350 RPM. The EMP MH4 cooling system uses four 15" fans and the EMP MH6 cooling system uses both 11" and 15" fans.  | Approved, but will be considered during evaluation and scoring.   |





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|----|-----|--------|---------------------------|--|---|--|
| 18 | 104 | 13.C.4 | Drivetrain - Transmission | An electronic fluid level monitoring system shall be provided to ensure a 2M or 3M mechanic can accurately determine transmission fluid levels during checking or oil change. This system shall be in addition to the manual dipstick. This system shall also provide protection against any damage resulting from improper fluid level conditions.        | On behalf of ZF, [Offeror] requests approval to provide an oil level sensor that is only intended for measuring oil level with the vehicle in a static condition (vehicle must be on level ground, engine at idle, oil to running temperature and in neutral).  | Approved. This meets the intent of the specification, but the requested manual dipstick must also be provided.   |
| 19 | 104 | 13.C.5 | Drivetrain - Transmission | The transmission shall have an auto neutral feature that shall cause it to automatically and immediately shift to "Neutral" whenever the transmission is left in gear and the parking brake is applied. This system shall also automatically shift the transmission to "Neutral" after a 5-minute delay whenever the exit door brake interlock is applied. | On behalf of Allison, [Offeror] would like to clarify that, for the Automatic Neutral Function with Automatic Re-Engagement: FuelSense® 2.0 Neutral at Stop Premium with optional Coast Mode, reduces the load on the engine during low-speed coasting. This fuel saving feature may shift the transmission to neutral before zero road speed.  | Acknowledged. This meets the intent of the specification, as the effect of this option is negligible on the specifications.  |
| 20 | 104 | 13.D.3 | Drivetrain - Retarder     | An "On/Off" switch shall be provided outside of the drivers' controls area to disable operation. Location shall be approved by the CITY after contract award.  | On behalf of Allison, [Offeror] requests approval to mount the retarder disable switch that is accessible to driver while operating the bus. Please note that road and weather conditions can change rapidly. [Offeror] strongly recommends the operator should be easily able to reach the retarder disable switch without leaving their seat. | <b>Not approved.</b> PTD wants to retain this feature. If Allison requires the switch to be in reach of the driver, the switch shall be installed with an anti-tamper cover. |



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|----|-----|--------|--|---|--|---|
| 21 | 105 | 13.G.1 | Drivetrain - Service   | An engine hour meter, engine oil pressure gauge, coolant temperature gauge, voltmeter gauge, and transmission oil temperature gauge shall be provided in the engine compartment, driver's dash, or a combination thereof as approved by the CITY. | [Offeror] clarifies that we use a single "C-COM" electronic instrument gauge in the engine compartment which displays engine oil pressure, coolant temperature and a variety of other information as required. Individual mechanical gauges are no longer provided.<br><br>This is the same as provided on previous [Offeror] builds.  | Acknowledged.   |
| 22 | 105 | 13.G.2 | Drivetrain - Service   | All lubricant sumps shall be fitted with magnetic-type, external, hex head, drain plugs.  | [Offeror] requests approval to provide Cummins engines that use non-magnetic drain plugs; diesel engines have internal hex head. Allison and Voith transmission drain plugs are magnetic. ZF drain plug is not magnetic but the oil sump pan contains multiple magnets for gathering metal debris. All transmission drain plugs are internal hex.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. By addendum, the City will provide for both internal hex heads and magnets in the sump as an exception to magnetic drain plugs. |
| 23 | 107 | 13.K.2 | Drivetrain - Fluid Lines, Fittings and Clamps, and Charge Air Piping | Flexible lines shall be Teflon hoses with braided stainless steel jackets except in applications where premium hoses are required and shall have standard SAE or JIC brass or steel, swivel, end fittings.  | [Offeror] requests approval to provide discharge lines that are Teflon braided stainless steel jacket. Other hoses are only Teflon if temperature will exceed capabilities of the standard rubber hose (i.e. Manuli or Aeroquip hose). Flexible fuel and air lines, which are manufactured by Manuli, come equipped with plated steel fittings. The proposed hoses meet or exceed the operating parameter requirements. Manuli hoses are rated for extended temperature range.<br><br>This is the same as provided on previous [Offeror] builds. | Approved.   |



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**TABLE 2**

**CITY OF PHOENIX**  
**Public Transit Department**  
**302 N. 1<sup>st</sup> Avenue**  
**8th Floor**  
**Phoenix, AZ 85003**  
**Phone: (602) 262-6948**

|    |     |        |                            |   |   |  |
|----|-----|--------|----------------------------|---|---|--|
| 24 | 108 | 13.N   | Drivetrain - Fuel Lines    | Fuel hose and hose connections, where permitted, shall be less than 48 inches in length, made from materials resistant to corrosion and action of natural gas, and protected from fretting and high heat.     | <p>[Offeror] requests approval to provide a flex line that connects the chassis plumbing to the engine fuel inlet with an effective flexible (unsupported) length of 16.5". It is a rigid hose specifically designed for [Offeror]'s CNG system which does not require additional support.</p> <p>On the 60' CNG buses, the CNG hose across the articulated joint exceeds 48". The hose is adequately supported at approx. 15" intervals.</p> <p>This is the same as provided on previous [Offeror] builds.</p> | Approved.  |
| 25 | 109 | 13.4   | Fuel System - Installation | Biodiesel: The fuel tank shall be mounted securely to the bus, with a minimum of four (4) strap supports to prevent movement during bus maneuvers, but shall be easily removable for cleaning or replacement. | <p>[Offeror] requests approval to provide a fuel tank that is mounted to the bus with two support channels on both sides and a tubular structure in the center. The fuel tank is mounted to the support channels by means of two (2) straps to prevent movement.</p> <p>This is the same as provided on previous [Offeror] diesel builds.</p>   | Accepted   |
| 26 | 110 | 13.A.7 | Fuel System - Valves       | CNG: All fuel shut off valve handles shall be constructed of aluminum and RED in color.   | <p>[Offeror] requests approval to provide the main shut-off valve handles are RED in color. The shut-off valve handles on the tanks are Black in color. All shut-off valve handles are plastic.</p> <p>This is the same as provided on previous [Offeror] builds.</p>   | <b>Not approved.</b> This specification was requested by the Phoenix Fire Department for safety. |
| 27 | 110 | 13.A 8 | Fuel System - Fuel Filler  | The fuel filler shall be located 32 to 38-feet behind the centerline of the front door on the curbside of the bus.  | <p>[Offeror] requests approval to provide the following fuel filler locations:<br/>         [60' CNG]: 55.27 feet<br/>         [40' Diesel]: 24 feet<br/>         [60' Diesel]: 43.93 feet</p> <p>These locations are the same as provided on previous respective [Offeror] builds.</p>   | Approved, but will be considered during evaluation and scoring.                                  |



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|----|-----|---------|---------------------------------|--|--|--|
| 28 | 110 | 13.A 9  | Fuel System - Fueling System    | The system provided shall be composed of an Emco Wheaton filler neck assembly G-45 type, POSISNAP dust cap, G2256 adapter, G2269 pressure relief valve, G2257 whistle and G2270 level control, or equal, all of which must be compatible with the G2266-105 "POSI/LOCK II" nozzle. | [Offeror] requests approval to provide a fuel filler (welded) assembly design which includes all the required Emco Wheaton valves. [Offeror] does not use the Emco Wheaton supplied (aluminum casted) Fuel Filler neck as it does not fit in our system. This configuration has been approved and certified by Emco Wheaton (Pressure fill tests).<br><br>This is the same as provided on previous [Offeror] builds. | Approved. By addendum, this section will be revised to provide for equivalent products that must be compatible with PTD's Emco Wheaton fuel equipment. |
| 29 | 110 | 13.A 9  | Fuel System - Fueling System    | CNG: The fuel filler assembly shall be equipped with the ANSI/AGA NGV1 certified "Sherex/OPW" CNG fueling port receptacle. .... The receptacle P/N: CL50 will also include a dust cap.   | [Offeror] requests approval to provide standard fill and fast fill receptacles from Parker. These receptacles are ANSI/AGA NGV1 and ISO 14469 Certified, meet NGV1 specifications, and are compatible with any NGV1-compliant fill nozzle. The Parker receptacle is supplied with a dust cap.<br><br>This is the same as provided on the most recent CNG builds.   | Approved. By addendum, this section will be revised to provide for equivalent products that must be compatible with PTD's Sherex/OPW fuel equipment    |
| 30 | 111 | 13.A 10 | Fuel System - De-Fueling System | CNG: The CNG de-fueling port shall be equipped with the ANSI/AGA NGV1 certified "Sherex/OPW" receptacle. The receptacle P/N: P36 will also include dust cap.   | [Offeror] requests approval to provide a de-fueling receptacle from Parker. The receptacle is ANSI/AGA NGV1 certified and meets NGV1 specifications. The Parker receptacle is supplied with a dust cap.<br><br>This is the same as provided on the most recent [Offeror] CNG builds.   | Approved. By addendum, this section will be revised to provide for equivalent products that must be compatible with PTD's Sherex/OPW fuel equipment    |



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|----|-----|----------|-----------------------|---|--|--|
| 31 | 113 | 16.A.4.b | Suspension - Kneeling | The bus shall kneel at a maximum rate of 1.25 inches per second at essentially a constant rate. After kneeling, the bus shall rise within 2 seconds to a height permitting the bus to resume service and shall rise to the correct operating height within 5 seconds regardless of load 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. | [Offeror] requests approval to provide a system which kneels and raises at approx. 2" per second at essentially a constant rate. The rate of kneeling and rising are tied together with factors such as governor pressure regulation as well as total air volume of the system and requires a balance to meet all requirements. [Offeror]'s system has been designed to best meet real world settings. [Offeror] could meet the rate of kneeling as specified, but at a cost of increased time for kneeling to bump stop as well as increased time to raise back to acceptable levels to resume service. The perceivable difference between 2" per second and 1.25" per second is very minimal and during normal bus service is believed to be best suited.<br><br>This is the same as provided on the most recent [Offeror] builds. | Approved. By addendum, this section will be revised to allow for a maximum rate of 2" per second.  |
| 32 | 113 | 16.A.4.c | Suspension - Kneeling | A warning light mounted near the curbside of the front door, with minimum 3-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.   | [Offeror] requests approval to provide a 2.5" light for the bus kneeling feature.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. By addendum, this section will be revised to allow for a minimum 2" diameter amber lens. |
| 33 | 114 | 18.A     | Steering - Front Axle | The front axle shall be non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with sealed, oiled-type front wheel bearings.  | [Offeror] requests approval to provide a MAN axle which has a grease-packed unitized bearing. The bearings are not sealed themselves, but equipped with seals in the hub that provide protection from the outside environment and keep grease in.<br><br>This is the same as provided on your most recent [Offeror] builds.  | Approved, but will be considered during evaluation and scoring.                                    |



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|----|-----|----------|---|---|--|---|
| 34 | 115 | 18.B.2.a | Steering - Steering Wheel Telescopic Adjustment | The steering wheel shall have a minimum vertical adjustment of 2.5 inches   | <p>[Offeror] requests approval to provide the Douglas Autotech steering wheel, with tilt and telescopic features, that has a minimum vertical adjustment of 1.88 inches. This is the same as provided on previous [Offeror] builds.</p> <p>Please note, this measurement will change should the optional electrically assisted steering column be selected.</p>  | Approved, but will be considered during evaluation and scoring.               |
| 35 | 115 | 18.B.2.b | Steering - Steering Wheel Telescopic Adjustment | The following chart is acknowledged as the standard for measurements of thigh clearance, resting elbow height, the slope of the steering wheel, and the height of the wheel, and the relationship of one to another, to assist in determining the appropriate telescopic range. | <p>[Offeror] requests approval to provide the Douglas Autotech steering wheel, at minimum telescopic height, with 31.3" at 0 degrees and to 23.7" at 35 degrees. At maximum telescopic height, range is from 33.1" at 1 degrees to 25.2" at 35 degrees. For further details, please refer to 18.B.2.b Steering Wheel Adjustment 0.0 degrees.</p> <p>Please note, these measurements will change should the optional electrically assisted steering column be selected.</p> | Approved, but will be considered during evaluation and scoring.               |
| 36 | 116 | 18.C.2   | Articulated Bus Features - Rear Axle            | The rear wheel bearings shall be oil lubricated for improved life performance standards.  | <p>[Offeror] requests approval to provide unitized wheel bearings on all axles. The seals are self-contained with replaceable wear surfaces. The wheel bearings are lubed-for-life with grease. The unitized bearings themselves are not sealed, but there are seals in the hub that protect them from the outside environment and keep the grease in.</p> <p>This is the same as provided on previous [Offeror] builds.</p>   | Approved, but will be considered during evaluation and scoring.               |
| 37 | 117 | 19.A     | Brakes - Service Brake Actuation                | Force to activate the brake pedal control shall be an essentially linear function of the bus deceleration rate and shall not exceed 50 pounds at a point 7 inches above the heel point of the pedal to achieve maximum braking.   | <p>[Offeror] requests approval to provide a force to activate the brake pedal control which is an essentially linear function of the bus deceleration rate and that does not exceed 70 pounds at a point 7 inches above the heel point of the pedal to achieve maximum braking. Adjusting braking efforts could compromise FMVSS 121 and therefore is not available.</p> <p>This is the same as provided on previous [Offeror] builds.</p>                                 | Approved. By addendum, this section will be revised to apply FMVSS standards. |





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|----|-----|----------|---|--|--|---|
| 38 | 118 | 19.B     | Brakes - Friction Material                | Visible stroke indicators shall be provided to allow service personnel to easily identify when the brakes are not in correct adjustment  | [Offeror] requests approval to delete the requirement for visible stroke indicators. Disc brakes, as required per section 1.17.2.4, do not have visible stroke indicators.<br><br>This is the same as provided on previous [Offeror] builds.   | <b>Not approved.</b> No change to the specifications is warranted. The City will accept electronic stroke indicators.                               |
| 39 | 118 | 19.C     | Brakes - Hubs and Discs                   | Wheel bearing and hub seals shall be oil filled, not leak or weep lubricant for 100,000 miles when running on the design operating profile.  | [Offeror] requests approval to provide unitized wheel bearings on all axles. The seals are self-contained with replaceable wear surfaces. The wheel bearings are lubed-for-life with grease.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved, but will be considered during evaluation and scoring.   |
| 40 | 118 | 19.C     | Brakes - Hubs and Discs                   | Disc brakes shall allow machining the surfaces up to ¼-inch on each side.  | [Offeror] requests approval to provide disc brakes surface that can be machined up to 4 mm (0.16 inch) on each side.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved. By addendum, this section will be revised to allow machining of surfaces a minimum of 4 mm on each side.                                  |
| 41 | 119 | 20.A     | Pneumatic System - General                | Retained caps shall be installed to protect fitting against dirt and moisture when not in use.   | [Offeror] request approval to delete the requirement for retained caps. Installation of retained caps on tow fittings can create improper pressures within the air system. If the fittings must be protected, [Offeror] can install these fittings within a weather resistant housing (box) beneath the front bumper.  | <b>Not approved.</b> No change to the specifications is required. The City has not previously encountered such pressure issues with these fittings. |
| 42 | 119 | 20.A.2.a | Pneumatic System - Air Lines and Fittings | Nylon tubing shall be installed in accordance with the following color-coding standards:<br>Green - Indicates primary brakes and supply<br>Red - Indicates secondary brakes<br>Brown - Indicates parking brake<br>Yellow - Indicates compressor governor signal<br>Black - Indicates accessories | [Offeror] requests approval to provide nylon tubing with the following color-coding standards:<br>• Green: rear service brakes & supplies<br>• Red: front service brakes<br>• Brown: Parking brake<br>• Black: Accessories & brake hose<br>• Yellow: Compressor & governor<br>• Blue: Suspension<br><br>This is the same as provided on previous [Offeror] builds. | Approved, with the understanding that green/rear service brakes are primary brakes and red/front service brakes are secondary brakes.               |





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|----|-----|----------|---|--|---|---|
| 43 | 120 | 20.A.2.b | Pneumatic System - Air Lines and Fittings | Nylon lines may be grouped and shall be supported at 2-foot intervals or less.   | [Offeror] requests approval to provide nylon lines that are supported at intervals up to 34" in limited locations.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved, but will be considered during evaluation and scoring  |
| 44 | 120 | 20.A.2.c | Pneumatic System - Air Lines and Fittings | Other lines necessary to maintain system reliability shall be flexible Teflon hose with a braided stainless-steel jacket.  | [Offeror] requests approval to provide flexible air lines which are manufactured by Manuli and come equipped with plated steel fittings.<br><br>This is the same as provided on previous [Offeror] builds.  | <b>Not Approved.</b> The City requires a braided stainless steel jacket around a flexible Teflon hose to protect against damage.  |
| 45 | 120 | 20.A.2.c | Pneumatic System - Air Lines and Fittings | Flexible lines shall be supported at 2-foot intervals or less.   | [Offeror] requests approval to provide support to the air lines at 30" inch intervals, in limited locations, due to the design of our vehicle. Areas such as the entrance/exit door header areas require extended support intervals due to the lack of a supporting structure from which to mount the necessary supports.<br><br>This is the same as provided on previous [Offeror] builds.             | Approved, but will be considered during evaluation and scoring  |
| 46 | 121 | 21.C.2   | Body - Materials                          | The body material surfaces shall be protected against graffiti and vandalism.  | [Offeror] requests additional information concerning anti-graffiti/vandalism requirements. [Offeror] does not provide any special treatments on the interior panels of the bus.   | To protect against graffiti and vandalism, the interior body material surfaces can be covered with a bed liner type of material. This has been done on previous builds. |
| 47 | 124 | 23       | Floor design                              | The floor shall be essentially a continuous flat plane, 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. | [Offeror]'s design is based on providing the sloped floor transition at the front entrance and the exit doors to have lower step heights. Also, the floor is sloped at the front axle approximately 2 degrees and at the upper deck approximately 3 degrees. On the 60' buses, the floor is slope to and after the articulated joint.<br><br>This is the same as provided on previous [Offeror] builds. | Acknowledged. By addendum, this section will be revised to allow for a slope of no more than three (3) degrees throughout the bus.                                      |



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|----|-----|----------|--------------------------------------|---|--|--|
| 48 | 124 | 23       | Floor design                         | Where the floor meets the walls of the bus, as well as other vertical surfaces, such as, platform risers, the surface edges shall be blended with a circular section of radius not less than 1 inch. Similarly, a molding or cove shall prevent debris accumulation between the floor and wheel housings. The vehicle floor in the area of the entrance and exit doors shall have a lateral slope not exceeding 2° to allow for drainage. | [Offeror] requests approval to provide floor covering in the lower area that extends seamlessly up the sidewall for at least 4 inches and is locked in place by the seat track. Flooring on the upper level does not extend up the wall, however, a stainless steel molding is provided which encloses and seals the edge between the floor and the wall. Cove molding is not provided in the following locations: Front dash to floor, driver's platform to floor, rear step to floor and rear wheel wells to floor. The flooring at these joints are either welded or sealed with manufacturer approved products to form a secure joint which eliminates the need for molding.<br><br>This is the same as provided on previous [Offeror] builds. | Approved.  |
| 49 | 124 | 23.A     | Floor design - Strength              | Tapping plates, if used for the floor fasteners, shall be no less than the same thickness as a standard nut and all floor fasteners shall be secured and protected from corrosion for the service life of the bus.  | [Offeror] requests approval to provide flooring tapping plates with a material thickness that varies between .074" and .250". The purpose of the fasteners is to hold the flooring in place while the flooring adhesive is curing. The flooring adhesive acts as the primary securement method. The fasteners are self-drilling screws and do not require nuts. Tapping plate thicknesses are engineered to provide maximum securement while keeping overall bus weight in consideration.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. By addendum, this section will be revised to allow for the use of tapping plates with a minimum thickness of 1/16 <sup>th</sup> inch.                |
| 50 | 126 | 23.C.2.c | Floor design - Intermediate Platform | This intermediate platform shall be cut into the rear platform and shall be approximately the aisle width, 18-inches deep and approximately one half the height of the upper level relative to the lower level. The horizontal surface of this platform shall be covered with skid-resistant  | [Offeror] requests approval to provide a rear step that is tapered with a street side depth of 34" inches and curb side depth of 13" inches. For further details, please refer to 23.C.2.c Upper Deck Step Dimensions. In addition, the rear step has yellow anti-slip coating applied to the edges and vertical faces of the step.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. This meets the intent of the specification, as the design provides sufficient surface area overall on the step for passenger boarding and alighting. |



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|----|-----|--------|---|--|--|---|
|    |     |        |   | material and shall be sloped slightly for drainage.  |  |   |
| 51 | 127 | 24.A.4 | Wheel Housing - Design                                | The exterior finish of the interior front wheel housings shall include a polyurethane coating, similar to truck bed liner applications, evenly applied as a deterrent to costly graffiti and vandalism damage.   | [Offeror] requests approval to provide our standard fiberglass wheel housings using fiberglass layup techniques with the A surface gelcoat painted and the design is Docket 90 compliant. Our standard fiberglass wheelhouse covers do not include a polyurethane coating. Please note, an FMJ coating can be provided, however, it will not be Docket 90 compliant.<br><br>The D90 fiberglass wheel housings have been provided on previous [Offeror] builds. | <b>Not approved.</b> The City requires the bed liner material on the wheel wells.                           |
| 52 | 127 | 25.B   | Exterior Panels and Finishes - Repair and Replacement | Exterior panels below the lower daylight opening and within 35 inches above ground level shall be divided into sections that are repairable or replaceable by a 3M mechanic in less than 30 minutes for a section up to 5 feet long (excludes painting). | [Offeror] requests clarification as to whether or not City of Phoenix requires removable impact panels, as described in this section.<br><br>Previous [Offeror] builds do not have impact panels.<br><br>Impact panels can also be priced outside the bus as optional items.   | Impact panels are not required. By addendum, this section will be revised to remove that panel requirement. |
| 53 | 127 | 25.B   | Exterior Panels and Finishes - Repair and Replacement | Exterior panels below the lower daylight opening and within 35 inches above ground level shall be divided into sections that are repairable or replaceable by a 3M mechanic in less than 30 minutes for a section up to 5 feet long (excludes painting). | [Offeror] requests approval to provide side wall panels that are more than five (5) feet long, with individual panels measuring from 5.9' to 17.25' in length, depending on bus length and exit door configuration. Replacement time is dependent on several variables with actual replacement of the panels only being required in a very severe accident with structural framing damage.<br><br>This is the same as provided on previous [Offeror] builds.   | See response to Item 52.  |



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|----|-----|--------|---|---|--|---|
| 54 | 128 | 25.F.1 | Exterior Panels and Finishes - Service Compartments and Access Doors – Exterior | Access doors larger in area than 100 square inches shall be equipped with corrosion resistant flush-mounted locks.  | [Offeror] requests approval to provide combination of surface mounted and flush mounted locks on all exterior access doors larger in area than 100 square inches.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. By addendum, this section will be revised to remove the requirement for locks to be flush-mounted.                |
| 55 | 128 | 25.F.1 | Exterior Panels and Finishes - Service Compartments and Access Doors – Exterior | Access doors larger in area than 100 square inches shall be equipped with corrosion resistant flush-mounted locks.  | [Offeror] requests approval to provide CNG clamshell doors (on the roof) that have a non-locking folding rotary T-handle.<br><br>This is the same as provided on previous orders of [Offeror] [40' CNG] and [60' CNG] buses.   | Approved. By addendum, this section will be revised to remove the requirement for clamshell doors on the roof to be locked. |
| 56 | 129 | 25.G.1 | Exterior Panels and Finishes - Battery Compartment                              | The batteries shall be securely mounted on a stainless steel or equivalent tray that can accommodate the size and weight of the batteries.  | [Offeror] requests approval to provide a polyethylene battery tray (supported by a stainless steel sub-frame) that is corrosion resistant, light weight and has proven to be extremely robust. The stainless steel sub-frame is designed to support up to four (4) Group-31 batteries. For further details, please refer to 25.G.1 SIB 260-001 Battery System.<br><br>This is the same as provided on previous [Offeror] builds.                 | Approved.   |
| 57 | 129 | 25.G.2 | Exterior Panels and Finishes - Battery Compartment                              | The inside surface of the battery compartment's access door shall be electrically insulated, as required, to prevent the battery terminals from shorting on the door if the door is damaged in an accident or if a battery comes loose. | [Offeror]'s proposal is based on providing a battery compartment and a battery access door that is not electrically insulated. Unlike other battery compartments, our installation includes a 3/16" polyethylene enclosure which creates an electrically resistant barrier between the batteries and the access door, rendering the need for insulation on the door redundant.<br><br>This is the same as provided on previous [Offeror] builds. | Approved. This meets the intent of the specification, as polyethylene is not electrically conductive.                       |



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|----|-----|--------|--|---|---|---|
| 58 | 129 | 25.G.4 | Exterior Panels and Finishes - Battery Compartment | <p>The manufacturer shall install a battery maintenance system. this system shall include monitoring of the temperature within the battery compartment, low voltage disconnects to prevent state of charge from dropping below 75%, and the ability to provide a float charge in order to maintain a full state of charge at all times. Battery state of charge will be optimized and maintained above 75% while not allowing an overcharge condition to occur. <b>Float charge may be achieved either though vehicle mounted solar charging or another suitable method to be proposed by the manufacturer.</b> This system will integrate with the vehicles information systems and provide data on battery temperatures and state of charge while in service.</p> | <p>[Offeror] requests approval to provide a battery management system to ensure that the low voltage batteries have enough energy to start the vehicle. It protects the battery from over-discharge due to parasitic loads. Please note that we do not have any means to charge the batteries other than the alternator.</p> <p>This solution is similar to what was provided in previous builds. For further details, please refer to 25.G.4 SIB 260-002A Battery MAN System_Vanner 80 Series_NFA.</p> | <p><b>Not approved.</b> The City requires float charge for the battery to maintain a full state of charge at all times. This requirement is for the addition of vehicle-mounted solar float charging or another suitable method to be proposed by the manufacturer.</p> |
| 59 | 129 | 25.I   | Exterior Panels and Finishes - Bumpers Location    | <p>Bumpers shall provide impact protection for the front and rear of the bus with the top of the bumper being 28 ± 2 inches above the ground.</p>   | <p>[Offeror] requests approval to provide a front bumper height of 24.3 inches at the center line of the bus and a height at the outer edges of 26.7 inches from the street level at ride height. The bumper is shaped to follow the stylized lines of the coach.</p> <p>This is the same as provided on previous [Offeror] builds.</p>   | <p>Approved. By addendum, the section will be revised to allow for a greater tolerance (+/- 4") for bumper heights.</p>   |



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|    |     |        |   |   |  |   |
|----|-----|--------|---|---|--|---|
| 60 | 131 | 25.J.1 | Exterior Panels and Finishes -                  | <p>Finish and Color<br/>         1. All exterior surfaces shall be smooth and free of wrinkles and dents. Exterior surfaces to be painted shall be properly prepared as required by the paint system supplier, prior to application of paint to assure a proper bond between the basic surface and successive coats of original paint for the service life of the bus. Drilled holes and cutouts in exterior surfaces shall be made prior to cleaning, priming and painting to prevent corrosion. The bus shall be completely painted prior to installation of exterior lights, windows, mirrors and other items that are applied to the exterior of the bus. Body filler materials may be used for surface dressing, but not for repair of damaged or improperly fitted panels. Paint shall be applied smoothly and evenly with the finished surface free of dirt and the following other imperfections:</p> | <p>[Offeror] requests approval to provide Axalta Imron Elite high solids polyurethane exterior paint applied in accordance with [Offeror]'s quality assurance paint acceptance standards. This paint and process is designed to meet the heavy duty transit requirements.</p> <p>For further details, please refer to 25.J A Paint Standard QA-STD-PNT-100, 24.J B Interior Paint Standard QA-STD-PNT-101 and 25.J C Surface Finish Standard QA-STD-FBG-200.</p> <p>This is the same as provided on previous [Offeror] builds.</p> | Approved.   |
| 61 | 132 | 25.J.3 | Exterior Panels and Finishes - Finish and Color | <p>Bus numbers that are 29" high shall be placed on the roof along the width of the bus.</p>  | <p>[Offeror] requests approval to provide bus numbers that are 22" high further to configuration of rooftop equipment.</p> <p>This is the same as provided on previous [Offeror] builds.</p>   | Approved. By addendum, the section will be revised to allow a minimum 22" height on bus numbers placed on the roof. |





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|    |     |          |  |   |  |   |
|----|-----|----------|--|---|--|---|
| 62 | 132 | 25.J.3   | Exterior Panels and Finishes - Finish and Color  | 8-3/4" Wheelchair accessible logo on the exterior panel in front of the wheelchair accessible door.   | [Offeror] requests approval to provide a Wheelchair accessible logo on the exterior panel in front of the wheelchair accessible door that is 6"H x 4.81"W.<br><br>This is the same as provided on previous [Offeror] builds.   | <b>Not approved.</b>  |
| 63 | 133 | 25.J.5.a | Exterior Panels and Finishes - Exterior Lighting | All exterior lights shall be designed to prevent entry and accumulation of moisture or dust, and each lamp shall be replaceable in less than 5 minutes by a 2M mechanic helper.   | [Offeror] requests approval to provide a headlamp assembly that shall be replaceable in 20 minutes or less. This is further to the integrated housing of the light assembly on our [Offeror] coach design.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved. By addendum, the section will be revised to allow for replacement of each lamp in 20 minutes or less.           |
| 64 | 133 | 25.J.5.3 | Exterior Panels and Finishes - Exterior Lighting | Lamps at the front and rear passenger doorways shall comply with ADA requirements and shall activate only when the doors open. These lamps shall illuminate the street surface to a level of no less than 1 foot-candle for a distance of 3 feet outward from the outboard edge of the door threshold. These <b>lights must be positioned below the lower daylight opening of the windows</b> and shall be shielded to protect passengers' eyes from glare. | [Offeror] requests approval to provide an ADA compliant door header light, 1.0" x 18.5" LED strip light at both entrance door and exit doors, which precludes the need for installation of exterior curb lights.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved. By addendum, the section will be revised to allow for LED light strips as an alternative to incandescent bulbs. |
| 65 | 133 | 25.J.5   | Exterior Panels and Finishes - Exterior Lighting | Front turn signal lights shall be visible from both the front and each side and may either be combined with the front clearance, hazard and side marker lights and side reflectors or may be separate.  | [Offeror] clarifies that the front turn signals are incorporated into the headlight assembly and not visible from the side of the bus. Side turn signal marker lights are provided on both sidewalls of the bus at the front wheel well area for visibility.<br><br>This is the same as provided on previous [Offeror] builds. | Approved.   |





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|----|-----|--------|--|--|---|---|
| 66 | 133 | 25.J.6 | Exterior Panels and Finishes - Service Area Lighting (Interior and Exterior) | Power shall latch on with activation of the switch and <b>shall be automatically discontinued (timed out) after 30 minutes</b> to prevent damage caused by inadvertently leaving the service area lighting switch in the on position after repairs are made.   | [Offeror] clarifies that power to the bus will automatically discontinue 30 minutes after the PLC system has been turned off. This allows the service personnel to repair the bus for more than 30-minutes without turning the switch back on. Also note that the service lights are LEDs, which, doesn't burnout for a very long time.<br><br>This is the same as provided on previous [Offeror] builds. | Acknowledged.   |
| 67 | 136 | 26.D.4 | Interior Panels and Finishes - Operator Storage Box                          | An enclosed operator storage area shall be provided with a positive latching door and lock; minimum approximate size: 355 mm x 355 mm x 355 mm (14" x 14" x 14"). Alternative measurements with similar volumetric constraints will be considered. The CITY shall approve the design and installation of the Operator's storage box during the pre-build conference. | [Offeror] requests approval to provide an operator storage box located behind the operator's seat with dimension of 19.5" x 12" x 9.5". Please note that this box is tapered to accommodate the driver's seat recline angle. Due to space limitation, it will provide about 0.55 cubic foot capacity. Please note there are space limitations if installing a larger box.                                 | Approved. By addendum, the section will be revised to allow for a minimum approximate size of 2,200 cubic inches. |
| 68 | 136 | 26.D.5 | Interior Panels and Finishes - Modesty Panels                                | 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 ( <b>Raptor lining</b> ).               | [Offeror] requests approval to provide modesty panels that have been coated with LINE-X.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. Raptor lining was cited in the specifications as an example, not a requirement.                         |



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|----|-----|-----------|---|--|--|--|
| 69 | 137 | 26.D.5    | Interior Panels and Finishes - Modesty Panels | Modesty panels shall extend no higher than the lower daylight opening of the side windows and those forward of transverse seats shall extend downward to a level between 1-1/2 and 1 inches above the floor. | [Offeror] requests approval to provide a diagonal floor gap of 2.0" on the upper curbside modesty panel (just aft of the exit door) and approximately 8.25" floor gap on the upper street-side modesty panel.<br><br>This is the same as provided on previous [Offeror] builds.  | <b>Not approved.</b>   |
| 70 | 137 | 26.D.5    | Interior Panels and Finishes - Modesty Panels | Modesty panels shall extend no higher than the lower daylight opening of the side windows and those forward of transverse seats shall extend downward to a level between 1-1/2 and 1 inches above the floor. | [Offeror] request approval to provide modesty panels which extend approximately 12.5 inches higher than the daylight opening of the side windows. This is due to the larger windows provided on the low floor platform.<br><br>This is the same as provided on previous [Offeror] builds.  | <b>Not approved.</b>   |
| 71 | 137 | 26.D.5    | Interior Panels and Finishes - Modesty Panels | 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.                                | [Offeror] requests approval to provide a rear curbside modesty panel that has 1.9" of clearance between the modesty panel and the opened door.<br><br>This is the same as provided on previous [Offeror] builds.   | <b>Not approved.</b>   |
| 72 | 137 | 26.D.7    | Interior Panels and Finishes - Headlining     | Ceiling panels shall be non-textured stainless steel, anodized aluminum, melamine-type material, or material suitable for exterior skin painted and finished to exterior quality.                            | [Offeror] requests approval to provide textured thermoplastic ceiling panels. The ceiling panels must be manufactured from a thermoplastic material as our [Offeror] coach has a contoured/molded type design which precludes the use of a more rigid material like arborite, melamine, etc.<br><br>This is the same as provided on previous [Offeror] builds. | Approved. By addendum, the section will be revised to remove the non-textured requirement. |
| 73 | 138 | 26.D.10.b | Interior Panels and Finishes - Floor Covering | Any areas on floor, which are not intended for standees, such as areas "swept" during passenger door operation, shall be clearly and permanently marked.   | [Offeror] requests clarification if floor markings are required for exit doors with passenger ramps which have specific requirements or, if flooring can be provided as with previous [Offeror] builds.  | There are no floor marking requirements for exit doors with passenger ramps.               |



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|----|-----|-----------|--|---|---|---|
| 74 | 138 | 26.D.10.d | Interior Panels and Finishes - Floor Covering                            | A one-piece center strip shall extend from the vertical wall of the rear settee between the aisle sides of transverse seats to the standee line. If the floor is of a bi-level construction, then center strip shall be one-piece at each level.  | [Offeror] requests approval to provide center strip of flooring that ends at either side of the articulating joint, at the front and rear units.<br><br>This is the same as provided on previous 60' [Offeror] buses.   | Approved. This meets the intent of the specification, as each segment of the articulated bus shall have a one-piece center strip from front to end. |
| 75 | 138 | 26.D.11.a | Interior Panels and Finishes - Passenger Interior Lighting               | Floor surface in the aisles shall be a minimum of 10 foot-candles, vestibule area a minimum of 4 foot-candles with the front doors open and a minimum of 2 foot-candles with the front doors closed.  | [Offeror] requests approval to provide zero (0) foot-candles of illumination in the front vestibule area with the doors closed. This lower light level prevents windshield glare that could impact driver visibility and safe operation of the vehicle.<br><br>This is the same as provided on previous [Offeror] builds. | Approved. By addendum, the section will be revised to remove the minimum of 2-foot candles with the front doors closed.                             |
| 76 | 141 | 27.A.6    | Passenger Accommodations - Passenger Seating Arrangements and Seat Style | Hip-to-knee room, measured from the front of one seat back horizontally across the highest part of the seat to the seat or panel immediately in front, shall be no less than 26.5 inches and shall be maximized wherever possible. At all seating positions in paired transverse seats immediately behind other seating positions hip-to-knee room shall be no less than 28 inches. | [Offeror] requests approval to provide a minimum hip-to-knee room of 26.5" in the upper deck seating area.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. By addendum, the section will be revised to remove the 28" hip-to-knee room requirement.  |
| 77 | 141 | 27.A.6    | Passenger Accommodations - Passenger Seating Arrangements and Seat Style | Foot-room, measured at the floor forward from a point vertically below the front of the seat, shall be no less than 14 inches.  | [Offeror]'s requests approval to provide foot room that measures down to 10" at the curbside seat location immediately aft of the exit door. This is due to the structure at this location.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved, but will be considered during evaluation and scoring.   |



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|----|-----|----------|--|--|--|--|
| 78 | 148 | 27.C.1   | Passenger Accommodations - Passenger Doors General | The center door shall be located forward of the center axle and rearward of the articulation joint.  | [Offeror] clarifies that the center door is located forward of the center axle which is forward of the articulation joint. This location is standard in all 60' [Offeror] buses with a center door.  | Acknowledged. By addendum, this section will be revised to provide that the center door shall be located forward of the center axle and forward of the articulation joint.       |
| 79 | 148 | 27.C.3   | Passenger Accommodations - Passenger Doors General | Front, accessible, and exit doors shall be of the same glass configuration to allow interchangeability. When open, the doors shall have an opening no less than 76.0 inches in height and a clear opening of 36.0 inches wide. | [Offeror] requests approval to provide a front entrance door with following clear opening:<br>Entrance Door Clear Width between door handles: 33.8 inches<br>Entrance Door Clear Width between door panels: 37.0 inches<br><br>The door opening dimensions are inherent to [Offeror]'s [Offeror] design and meet all ADA requirements.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved. By addendum, this section will be revised to provide a minimum clear opening of 36" for accessible and exit doors, and a minimum clear opening of 33" for front doors. |
| 80 | 151 | 27.D.1   | Passenger Accommodations - Loading System          | Current models use the Lift U model ramps and include a 1:6 slope ratio where applicable. Bus manufactures may also propose their own proprietary models with like features for CITY consideration and approval.               | [Offeror] requests approval to provide [Offeror]'s patented self-contained, modular flip type ramp that is stored in a stainless steel box mounted into the floor of the bus. The non-skid, 3/16 inch thick aluminum ramp platform has a clear width of 32.25 inches, a length of 47.6 inches and is rated at 660 lbs. with a deployment angle ratio of 1:7. The ramp exceeds ADA requirements. For further details, please refer to 27.D.1 SIB-580-001-Wheelchair Ramp-[Offeror].<br><br>This is the same as provided on previous [Offeror] builds. | Approved. Lift U was cited in the specifications as an example, not a requirement.   |
| 81 | 151 | 27.D.1.b | Passenger Accommodations - Loading System          | The manual operation of the ramp shall not require more than 20-lbs. of force.   | [Offeror] requests approval to provide [Offeror] patented self-contained Wheelchair Ramp which requires 27 lbs. of force to manually operate.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. By addendum, this section will be revised to provide for no more than 30-lbs of force.   |



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|----|-----|--------------------|--|---|---|---|
| 82 | 152 | 27.D.1.I           | Passenger Accommodations - Loading System    | I. All painted exposed areas of ramp shall be powder coated.  | [Offeror] requests approval to provide the [Offeror] self-contained, modular flip type ramp that is stored in a stainless steel box mounted into the floor of the bus that is not powder coated. The aluminum ramp platform has a non-skid surface.<br><br>This is the same as provided on previous [Offeror] builds. | Approved. By addendum, the section will be revised to allow for stainless steel as an alternative to powder coating.              |
| 83 | 152 | 27.D.2.b           | Passenger Accommodations - Loading System    | Three forward-facing locations, as close to the wheelchair loading system as practical, shall provide parking area and securement system compliant with ADA requirements for a passenger using a mobility aid device. | [Offeror] requests clarification if two (2) forward-facing wheelchair accommodation locations are required for the optional seating layout.   | Phoenix local buses use 3 locations. Alternatively, the City's commuter (Rapid/Express) bus seating layout uses only 2 locations. |
| 84 | 152 | 27.D.2.e           | Passenger Accommodations - Loading System    | Each wheelchair position shall contain a palm switch and grab handle installed on the bottom of the seat and a remote release switch for the rear belts.  | [Offeror] requests approval to provide a grabrail with push button.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved.   |
| 85 | 159 | 28.J.2.c           | Operator Provisions - Operator Foot Controls | The brake pedal force shall be no less than 10 foot-pounds and no more than 50 foot-pounds.   | [Offeror] requests approval to provide a brake pedal force that is no more than 69 foot-pounds.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved, but will be considered during evaluation and scoring.   |
| 86 | 163 | 28.M               | Operator Provisions - Windshield Wiper       | No part of the windshield wiper mechanism shall be damaged by manual manipulation of the arms.  | [Offeror] would like to clarify that electric wiper will sustain damage to motor gears or linkage if the wiper arms are manually manipulated.   | Acknowledged, but will be considered during evaluation and scoring.   |
| 87 | 163 | 28.M               | Operator Provisions - Windshield Wiper       | Both wipers shall park along the edges of the windshield glass.   | [Offeror] clarifies that the wipers park along the center of the windshield glass.<br><br>This is the same as provided on previous [Offeror] builds.  | Acknowledged, but will be considered during evaluation and scoring.   |
| 88 | 163 | 28.O.1<br>28.O.5.c | Operator Provisions - Operator's Seat        | Operator's seat shall accommodate operators from the 5th-percentile female to 95th-percentile male, have Fore/Aft   | On behalf of Recaro, [Offeror] requests clarification on the fore/aft travel required for the Operator's Seat. Section 28.O.1 requires a minimum of 11.5 inches whereas Section 28.O.5.c requires a minimum of 9 inches.  | Nine (9) inches is the correct amount of travel   |



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|----|-----|----------|---------------------------------------|---|---|---|
|    |     |          |                                       | adjustment a minimum of 11.5 inches   |   |   |
| 89 | 164 | 28.O.5.b | Operator Provisions - Operator's Seat | Measurement shall be from the cab floor to the top of the level seat at its center midpoint. The seat shall adjust in height from a minimum of 14 inches to a maximum of 20 inches, with a minimum of a 6-inch range of adjustment.   | On behalf of USSC, [Offeror] requests approval to provide the G2A seat that has a five (5) 5 inch overall height adjustment along with other full size commercial transit seats.  | Approved, but will be considered during evaluation and scoring.                                       |
| 90 | 168 | 29.B.2   | Windows - Operator's Side Window      | The operator's view, perpendicular through operator's side window glazing, should extend a minimum of 840 mm (33 inches) to the rear of the Heel Point on the accelerator, and in any case must accommodate a 95th-percentile male operator. The view through the glazing at the front of the assembly should begin not more than 560 mm (26 inches) above the operator's floor to ensure visibility of an under-mounted convex mirror. | [Offeror] requests approval to provide an operator's view of 30" to 33" from placement of the pedal and type of window selected, and is dependent on where the measurement is taken from.<br><br>This is the same as provided on previous [Offeror] builds. | Approved, but will be considered during evaluation and scoring.                                       |
| 91 | 168 | 29.B.3   | Windows - Operator's Side Window      | The operator's side window glazing material shall have a 1/4-inch nominal thickness laminated safety glass conforming to the requirements of ANSI Z26.1 Test Grouping 2 and the Recommended Practices defined in SAE J673.Glazing materials   | [Offeror] requests approval to provide the same driver's window as provided on previous builds, with a 6mm laminated glass glazing and a 72% LT. For further details, please refer to 29.B.3 Drivers Window.  | Approved. By addendum, this section will be revised to remove the 1/4" nominal thickness requirement. |





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|----|-----|--------|------------------------|---|---|---|
|    |     |        |                        | shall <b>incorporate XIR properties</b> for our desert southwest climate.   |   |   |
| 92 | 169 | 29.D.1 | Windows -<br>Materials | Side windows glazing material shall have a 1/4-inch nominal thickness laminated safety glass. The material shall conform to the requirements of ANSI Z26.1 Test Grouping 2 and the Recommended Practices defined in SAE J673. Glazing materials shall be included to <b>incorporate XIR properties</b> for our desert southwest climate.  | [Offeror] requests approval to provide the same passenger windows as provided on previous builds, with a 6mm laminated glass glazing in grey and an 11% LT. For further details, please refer to 29.D.1 Passenger Window. | Approved. By addendum, this section will be revised to remove the 1/4" nominal thickness requirement. |
| 93 | 169 | 29.D.2 | Windows -<br>Materials | All glazing material that is aft of the standee line shall be equipped with 6 mil laminated polyester film. This material shall be easily installed and removed without the use of specialized tools. Polyester film shall adhere to the window and be resistant to peeling, curling and discoloration by ultraviolet rays. The film shall withstand normal cleaning operations. Metalized films that interfere with electronic signals will not be accepted. | [Offeror] requests approval to provide Vandal Shield single layer film on all windows.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved.   |





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|----|-----|--------|---|---|--|--|
| 94 | 169 | 29.D.3 | Windows -<br>Materials  | <p>3. 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- build process with the paint details. The maximum solar energy transmittance shall not exceed 27%, as measured by ASTM E-424, and the luminous transmittance shall be no less than 16% as measured by ASTM D-1003. Windows over the destination signs shall not be tinted.</p> <p>The finished glazing materials must include the following Glazing Performance Specifications:<br/>       Infrared Transmission . . . . .<br/>       . . . . . no more than 10%<br/>       UV Light Transmission . . . . .<br/>       . . . . . less than 1%</p> | <p>[Offeror] requests approval to provide the same passenger window configuration as provided on previous "Local" builds:</p> <ul style="list-style-type: none"> <li>•6 mm Laminated Grey glazing</li> <li>•Rapid replacement</li> <li>•Bottom is fixed with top tip-in</li> <li>•Luminous Transmission - 11%</li> <li>•Solar energy transmission - 13%</li> <li>•UV light transmission - 10%</li> <li>•Black anodized frames</li> <li>•Vandal Shield single layer film on all windows.</li> </ul> | <p>Approved, but will be considered during evaluation and scoring.</p>   |
| 95 | 170 | 30.A.6 | Heating Ventilation and Air Conditioning - Capacity and Performance | <p>In APTA test section 9.1, "pull down test" the air conditioning portion of the HVAC system must be capable of reducing the passenger compartment temperature as defined in the listed APTA test procedure from 125° to 75°F ± 3°F using 407c refrigerant in less than 30-minutes after start-up of A/C system. During the cool-down</p>  | <p>[Offeror] requests approval to provide a "pull down test" of 110° to 70°F ± 3°F using 407c refrigerant in less than 25-minutes after start-up of A/C system. This pull down has been previously agreed upon with the City of Phoenix and includes upgrades to the interior designs and HVAC updates to increase capacity.</p>   | <p><b>Not approved.</b> No change to test specification is warranted.</p> <p>This test is to be completed to monitor improvements to the system over time. Testing is only required one time during the course of the contract. Additional testing may be done as improvements are made at the vendors discretion. As in previous contracts, the test is not changed to match results.</p> |



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|----|-----|--------|--|---|--|--|
|    |     |        |  | period the refrigerant pressure must not exceed safe high-side pressures. The stabilization test shall be recorded as a continuation of the air conditioning pull-down test.                        |  |  |
| 96 | 171 | 30.F.3 | Heating Ventilation and Air Conditioning - Operator's Compartment Requirements       | Two additional ball 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.                        | [Offeror] requests approval to provide a single vent adjacent to the front door which allows air to be directed onto the door windows and/or entrance area.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved, but will be considered during evaluation and scoring.  |
| 97 | 171 | 30.F.4 | Heating Ventilation and Air Conditioning - Operator's Compartment Requirements       | A ventilation system shall be provided to ensure operator comfort and shall be capable of providing fresh air in both the foot and head areas.  | [Offeror] requests approval to provide fresh air to the driver via the driver's lower vent (foot area) or from the driver's window. No upper driver vent is available on the [Offeror] bus as our front mask precludes the installation of an upper mounted RAM fresh air vent. Air ducts for the HVAC system are available in the driver's area which provides filtered air from the HVAC system.<br><br>This is the same as provided on previous [Offeror] builds. | Approved, but will be considered during evaluation and scoring.  |
| 98 | 173 | 31.B   | Signage and Communications - Passenger Information and Advertising Interior Displays | In addition, an on-board bus book information station shall be installed on top of the curb side front interior wheel well, <b>manufactured by Transit Information Products # OBIC WW Tempe-6P.</b> | [Offeror] would like to advise that the Transit Information Products OBIC WW Tempe-6P is no longer available and requests approval to supply or manufacture a similar on-board information station.  | Acknowledged. By addendum, the section will be revised to allow for an equivalent as an alternative to the bus book information station. |
| 99 | 173 | 31.B   | Signage and Communications - Passenger Information and Advertising Interior Displays | The media shall be illuminated by the interior fluorescent light system.  | [Offeror] requests approval to provide indirect LED lighting to illuminate the advertising media as requested in Section 26.D.11.a.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved. By addendum, the section will be revised to allow for LED lighting as an alternative to fluorescent lighting.                  |



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|     |     |        |  |   |   |   |
|-----|-----|--------|--|---|---|---|
| 100 | 174 | 32.A.2 | Hazard Alerts - Fire Suppression         | The fire suppression system must communicate maintenance and performance data through the J1939 diagnostic port. All network communications shall be compatible with the on-board telematics systems. | On behalf of Fog Maker, [Offeror] requests approval to provide a fire suppression system the provides a ground signal for fire detected, engine shutdown and methane detected. Fog Maker does not have J1939 capability.                      | Approved. By addendum, this section will be revised to address the current Fogmaker specifications. |
| 101 | 174 | 32.B.3 | Hazard Alerts - Methane Detection system | The MDS controls shall provide a visual and audible signal in the Operators area when methane gas is detected at <b>25%</b> of lower explosive limit (LEL).   | Oh behalf of Fog Maker, [Offeror] requests approval to provide the FM-US-400018/FM-US-400032 which has been designed to alarm visually at 20% of the LEL (Lower Explosive Limit) of methane and alarm visually and audibly at 50% of the LEL. | Approved. By addendum, this section will be revised to address the current Fogmaker specifications. |
| 102 | 174 | 32.B.4 | Hazard Alerts - Methane Detection system | Methane gas detection threshold shall be 10% - 20% of LEL.  | Oh behalf of Fog Maker, [Offeror] requests approval to remove this requirement as it contradicts the requirement stated in 32.B.3.  | Approved. By addendum, this section will be revised to address the current Fogmaker specifications. |
| 103 | 174 | 32.B.3 | Hazard Alerts - Methane Detection system | When methane gas detection threshold reaches <b>40%</b> of LEL the MDS response time shall be less than 30 seconds of 90% of final value when subjected to a step change in methane concentration.    | Oh behalf of Fog Maker, [Offeror] requests approval to provide a methane gas detection threshold of 50% of LEL.   | Approved. By addendum, this section will be revised to address the current Fogmaker specifications. |
| 104 | 174 | 32.B.3 | Hazard Alerts - Methane Detection system | When methane gas detection threshold reaches 40% of LEL the MDS response time shall be less than 30 seconds of <b>90% of final value when subjected to a step change in methane concentration.</b>    | Oh behalf of Fog Maker, [Offeror] requests clarification of requirement for 90% of final value when subjected to a step change in methane concentration.  | Approved. By addendum, this section will be revised to address the current Fogmaker specifications. |
| 105 | 174 | 32.B.5 | Hazard Alerts - Methane Detection system | The MDS shall shut down the bus in less than 10 seconds when exposed to <b>40%</b> of LEL.  | Oh behalf of Fog Maker, [Offeror] requests approval to provide bus shut down in less than 10 seconds when exposed to 50% of LEL.  | Approved. By addendum, this section will be revised to address the current Fogmaker specifications. |



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|-----|-----|--------|---|--|---|---|
| 106 | 174 | 32.B.8 | Hazard Alerts - Methane Detection system                      | The MDS system must communicate maintenance and performance data through the J1939 diagnostic port.  | On behalf of Fog Maker, [Offeror] requests approval to provide a methane detection system that does not have J1939 capability.  | Approved. By addendum, this section will be revised to address the current Fogmaker specifications.                     |
| 107 | 177 | 35.A.3 | General Electrical Requirements - Batteries Main Power Supply | The battery terminal ends and <b>cables shall be color-coded</b> with red for the primary positive, black for negative, and another color for any intermediate voltage cables.   | [Offeror] requests approval to color-code the cable ends as opposed to providing a full-colored cable. Please note that the cables are labelled with wire-code to avoid incorrect installation. We also provide an electrical diagram attached on the battery compartment door as a reference for cable-reinstallation.<br><br>This is the same as provided on previous [Offeror] builds. | Approved, conditional on a minimum 6 inches of color coding on the cables.  |
| 108 | 177 | 35.A.3 | General Electrical Requirements - Batteries Main Power Supply | Except as interrupted by the master battery switch, <b>battery and starter wiring shall be continuous cables</b> with connections secured by bolted terminals; and shall conform to specification requirements of SAE Standard J1127 –Type SGT or SGX and SAE Recommended Practice J541. | [Offeror] requests approval to use jumper cables and a busbar to connect the starter and the batteries. This configuration is done to minimize the amount of electrical connections that would be stacked on the 24V load side of the disconnect switch.<br><br>This is the same as provided on previous [Offeror] builds.  | Approved.   |
| 109 | 177 | 35.A.4 | General Electrical Requirements - Batteries Main Power Supply | Jump-start connector shall be provided <b>in the engine compartment</b> equipped with dust cap and adequately protected from moisture, dirt and debris.  | [Offeror] requests approval to mount the jumpstart connector in the fuse box (located right beside the engine compartment). This will provide fleet commonality as this is the same location provided on previous [Offeror] builds.   | Approved. By addendum, the section will be revised to allow for an alternative location next to the engine compartment. |
| 110 | 178 | 35.B   | General Electrical Requirements - Master Battery Switch       | The switch shall be <b>constructed of metal and painted red</b> for high visibility.   | [Offeror] requests approval to provide a red Anderson jumpstart connector. Please note that the connector is made of polycarbonate plastic.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved. This specification is specific to the switch, not to the jumpstart connector.                                 |



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|-----|-----|--------|--|--|---|---|
| 111 | 179 | 35.D.1 | General Electrical Requirements - Circuit Protection   | <b>Fuses shall be used only where it can be demonstrated</b> that circuit breakers are not practicable.                                  | [Offeror] would like to clarify that we use high current fuses for circuits with current requirements of 80 amps or higher. These would be the main power distribution circuits that originate in the fuse box and distribute power throughout the coach.<br><br>Fuses are used for these circuits to emphasize a severe problem in the circuit that requires immediate action and it cannot be delayed by simply resetting with a circuit breaker.<br><br>This is the same as provided on previous [Offeror] builds. | Acknowledged. This item meets the intent of the specification for practicability. |
| 112 | 179 | 35.D.2 | General Electrical Requirements - Circuit Protection   | Circuit breakers or fuses shall be sized to a minimum of 15 percent larger than the total circuit load current.                          | On behalf of EMP, [Offeror] requests approval to provide an EMP 11" fan with fuses that are 10 percent larger than the total circuit load. 50,000+ fans on cooling systems prove this as acceptable in the transit bus market.  | Approved, but will be considered during evaluation and scoring.                   |
| 113 | 179 | 35.D.2 | General Electrical Requirements - Circuit Protection   | Wire and cable ampacity for wire sizes 18 AWG and larger shall be in accordance with the <b>Wire Ampacity Chart found in Appendix B.</b> | [Offeror] requests a copy of Appendix B.  | Appendix B, WIRE AMPACITY CHARTS, begins on page 204 of the solicitation.         |
| 114 | 179 | 35.F.2 | General Electrical Requirements - Wiring and Terminals | Wiring shall be grouped, numbered, and color-coded.  | On behalf of EMP, [Offeror] requests approval to provide the EMP MH4 cooling system harnesses that use color striped wires with no numbers.<br><br>The EMP MH6 cooling systems meets this requirement (Used on CNG 60' buses [ ]).  | Approved, but will be considered during evaluation and scoring.                   |
| 115 | 180 | 35.F.5 | General Electrical Requirements - Wiring and Terminals | All wiring harnesses over five feet long and containing at least five wires shall include 10% (minimum one [1]) excess wires for spares. | On behalf of EMP, [Offeror] requests approval to provide EMP harnesses that do not include excess wires for spares, but the harness is easily serviced as a complete unit.  | Approved, but will be considered during evaluation and scoring.                   |



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| 116 | 180 | 35.F.8 | General Electrical Requirements - Wiring and Terminals                       | <b>All supply-side terminations shall end in a socket</b> , not a pin.   | [Offeror]'s proposal is based on providing terminal connections with pins for the majority of its connection points on the supply-side.<br>Please note that the type of connection is dependent on the connector configuration provided by our vendors.<br><br>This is the same as provided on previous [Offeror] builds. | Acknowledged. The City requires opposing pin connectors. It is understood that this is a sub-supplier issue and it may not be within the Offeror's control.                       |
| 117 | 180 | 35.F.8 | General Electrical Requirements - Wiring and Terminals                       | Adjacent connectors shall either use opposing pin genders, different insert orientations, or different connectors to prevent incorrect connections.                  | On behalf of EMP, [Offeror] requests approval to provide the same connectors for adjacent connections, however each connector is labeled to prevent incorrect connections.  | Approved at the sub-supplier level. The City requires opposing pin connectors. It is understood that this is a sub-supplier issue and it may not be within the Offeror's control. |
| 118 | 181 | 35.G.2 | General Electrical Requirements - Electrical Components                      | All electric motors shall be either heavy-duty brushless type where practical, or have a constant duty rating of no less than 40,000 hours (except cranking motors). | On behalf of EMP, [Offeror] requests approval to provide EMP brushless fans that have been tested to 25,000 hours in maximum temperature environment without failure. The L10 life of EMP brushless fans is expected to be a minimum of 40,000 hours. Product life varies based upon working conditions.                  | Approved, but will be considered during evaluation and scoring.   |
| 119 | 181 | 35.G.2 | General Electrical Requirements - Electrical Components                      | All electric motors shall be easily accessible for servicing.  | On behalf of EMP, [Offeror] requests approval to provide EMP fans that have integrated DC brushless electric motors and are easily serviced as a complete unit.   | Approved, but will be considered during evaluation and scoring.   |
| 120 | 185 | 37.C.1 | Data Communication Systems - Information Level Component Integration General | <b>Amp for Public Address System</b> One each  | [Offeror] clarifies that the amp is already built into Clever Devices' IVN. Therefore, we will not provide a separate amp.<br><br>This is similar to what was provided in previous builds.  | Approved. By addendum, this specification section will be removed.  |
| 121 | 188 | 37.E.3 | Data Communication Systems - Information Level Components                    | The electronics box shall be installed as agreed upon between the CITY and Contractor. It shall be sealed against moisture from interior washing equipment.          | [Offeror] wishes to clarify that the SDS panel is not a sealed compartment as there is no risk of moisture intrusion that would impact the functionality of the electrical components.<br><br>This is the same as provided on previous [Offeror] builds.  | Acknowledged, but will be considered during evaluation and scoring.   |





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|-----|-----|-----------|---|--|---|--|
| 122 | 190 | 37.E.8    | Data Communication Systems - Information Level Components - Passenger Stop Request Sign       | The message <b>shall be visible to the seated operator and seated passengers.</b>  | [Offeror] requests approval to mount the interior sign on the HVAC enclosure. Please note that this location is not visible to the seated operator. However, we provide dash indicators to let the seated operator know whether a stop or wheelchair stop has been requested.<br><br>This is the same as provided on previous [Offeror] builds.   | Approved. This meets the intent of the specification, as the operator will also receive a visible indicator. |
| 123 | 190 | 37.E.9    | Data Communication Systems - Information Level Components - Covert Emergency Alarm            | Once the alarm is activated, the operator shall have the ability to deactivate the emergency status of the system without getting out of the vehicle. If the alarm is activated more than more than one time successively or in any given 10-minute period, <b>the bus must be shut down and the master battery cut-off switch must be turned off for a minimum of two minutes.</b> When the cut-off switch is turned back on, the alarm shall be automatically deactivated. <b>The alarm may also be deactivated via the network.</b> | [Offeror] requests approval to provide a covert alarm switch that functions similar to what was provided in previous builds.<br><br>Please note that current covert alarm functionality does not shut the bus down after successive activation of the emergency switch. However, if this is required, [Offeror] will work with Phoenix to find a solution to meet the intent of this requirement after bid award. | Approved, but will be considered during evaluation and scoring.  |
| 124 | 191 | 37.E.12.b | Data Communication Systems - Information Level Components - Automatic Passenger Counter (APC) | The APC system hardware shall meet the following requirements:<br><ul style="list-style-type: none"> <li>compatible with standard interfaces IBIS, RS232, RS485, <b>J1908</b></li> </ul>   | [Offeror] would like to clarify that we provide an APC system that is compatible with IBIS, RS232, RS485, or J1708. Please note that our APC system is not compatible with J1908 standard.<br><br>This is similar to what was provided in previous builds.  | Acknowledged. By addendum, specification will be revised to remove J1908 and replace with J1939.             |





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|-----|-----|------------------|--|---|--|--|
| 125 | 196 | 39               | TRAINING USER EDUCATION REQUIREMENTS     | Whole section   | [Offeror] requests approval that all training and training material 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.  | Approved. By addendum, the specification will be revised to remove the requirement for inclusion of training hours in the price of the bus, so that training costs will be proposed separately. <b>Additionally, Attachments A &amp; B, Price Schedule, will be revised and reissued as part of this addendum.</b> |
| 126 | 196 | 39               | TRAINING USER EDUCATION REQUIREMENTS     | Whole section   | [Offeror] requests approval to provide a training and training material proposal showing pricing and number of hours for individual courses. This will provide the Procuring Agency the flexibility to select which courses and in what quantities are required based on their operation.  | Approved. By addendum, the specification will be revised to remove the requirement for inclusion of training hours in the price of the bus, so that training costs will be proposed separately. <b>Additionally, Attachments A &amp; B, Price Schedule, will be revised and reissued as part of this addendum.</b> |
| 127 | 208 | 40               | CONTRACT DELIVERABLES                    | 16. Professionally prepared mechanics' "Bus Orientation" training video - 30 days prior to first production bus(es) | [Offeror] requests approval for the delivery date of the training video to be changed to 30 days after delivery of the first production bus. The script used in creating the training video is based on the Service Manual as supplied by the [Offeror] Publications Department. The actual bus delivered will also be used to film the video to ensure the correct equipment has been captured in the video. The video delivery schedule is also dependent on the Property making the bus available for the film crew to shoot the on-site footage. | By addendum, this specification section will be removed in its entirety.   |
| 128 | 208 | 40. Deliverables | 17. Final Preventive Maintenance Manuals | Final Preventive Maintenance Manuals supply 90 days after CITY written approval                                     | [Offeror] clarifies that it does not publish a separate Bus Preventive Maintenance manual. Preventive Maintenance information for the bus is included within the [Offeror] Bus Service Manual as a separate section. Detailed Preventive Maintenance for the Engine, Transmission and HVAC systems are included in each OEM component supplier maintenance manuals which [Offeror] purchases and supplies to the customer.   | Acknowledged. This meets the intent of the specification.  |
| 129 | 208 | 40. Deliverables | 18. Final Diagnostic Procedures Manuals  | supply 90 days after CITY written approval  | [Offeror] clarifies that it does not publish a separate Bus Diagnostic Procedures manual. Troubleshooting information is included in the [Offeror] Bus Service Manuals and in each of the OEM component supplier published troubleshooting manuals which [Offeror] purchases and supplies to the customer.   | Acknowledged. This meets the intent of the specification.  |



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|-----|-----|------------------|--|--|---|---|
| 130 | 209 | 40. Deliverables | 21. Draft Preventive Maintenance Manuals | supply with Pilot Bus(es), 1 hardcopy for every 10 buses and 4 electronic copies | <p>[Offeror] clarifies that it does not publish a separate Bus Preventive Maintenance manual. Preventive Maintenance information for the bus is included within the [Offeror] Bus Service Manual as a separate section. Detailed Preventive Maintenance for the Engine, Transmission and HVAC systems are included in each OEM component supplier maintenance manuals which [Offeror] purchases and supplies to the customer.</p> <p>To reduce number of Draft copies, [Offeror] will supply only 1 (one) hard copy and 1 (one) USB copy of the Draft Bus Service Manual. Full manual quantities as specified will be supplied for the Final Bus Service Manuals.</p> | <p>Acknowledged. This meets the intent of the specification.</p> <p>By addendum, this section will be revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).</p> |
| 131 | 209 | 40. Deliverables | 22. Draft Diagnostic Procedures Manuals  | supply with Pilot Bus(es), 1 hardcopy for every 10 buses and 4 electronic copies | <p>[Offeror] clarifies that it does not publish a separate Bus Diagnostic Procedures manual. Troubleshooting information is included in the [Offeror] Bus Service Manuals and in each of the OEM component supplier published troubleshooting manuals which [Offeror] purchases and supplies to the customer.</p> <p>To reduce number of Draft copies, [Offeror] will supply only 1 (one) hard copy and 1 (one) USB copy of all Draft Bus Manuals. Full manual quantities as specified will be supplied for the Final Bus Service Manuals.</p>  | <p>Acknowledged. This meets the intent of the specification.</p> <p>By addendum, this section will be revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).</p> |
| 132 | 209 | 40. Deliverables | 23. Draft Parts Manuals                  | supply 1 hardcopy for every 10 buses and 4 electronic copies                     | <p>[Offeror] clarifies that to reduce number of Draft copies, [Offeror] will supply only 1 (one) hard copy and 1 (one) USB copy of all Draft Bus Manuals. Full manual quantities as specified will be supplied for the Final Bus Parts Manuals.</p>   | <p>Acknowledged. By addendum, this section will be revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).</p>  |
| 133 | 209 | 40. Deliverables | 25. Draft Operators Manuals              | supply 1 hardcopy for every 10 buses and 4 electronic copies                     | <p>[Offeror] clarifies that to reduce number of Draft copies, [Offeror] will supply only 1 (one) hard copy and 1 (one) USB copy of all Draft Bus Manuals. Full manual quantities as specified will be supplied for the Final Bus Operators Manuals.</p>   | <p>Acknowledged. By addendum, this section will be revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).</p>  |



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|-----|-----|------------------|-----------------------|--|--|---|
| 134 | 210 | 40               | CONTRACT DELIVERABLES | 27. Recommended spare parts list, including bill of materials - 60 days prior to shipment of first bus(es)                   | <p>[Offeror] requests approval to provide a first-bus Recommended Stocking List (RSL) during customer's pilot/first-bus delivery. This RSL parts listing will include part number, item description, stocking status, lead time and 30-day pricing information which will assist the customer in stocking parts that will support both the customer's regular and preventive bus maintenance programs. This abbreviated list is compiled using the actual bus build information that is available in the customers bus production Bill of Material (BOM)</p> <p>[Offeror] will also provide the customer with a more inclusive Parts Provisioning List following last-bus delivery. This listing will be compiled using further part assembly breakdown information identified in the customers Parts manual and will assist in stocking additional parts that further support new bus operations and maintenance over the next 2-3 years.</p> | <p>The abbreviated RSL is approved. This meets the intent of the specification. See also response to Item 209.</p> <p>The requested 30-day pricing information is approved, but will be considered during evaluation and scoring.</p> |
| 135 | 210 | 40               | CONTRACT DELIVERABLES | 29. In-process drawings - 30 days prior to production / 31. As-built drawings - Within 60 days after final bus delivery(ies) | <p>[Offeror] clarifies that bus engineering construction drawings are considered as proprietary information and not released to the customer. In cases where more detailed information on the bus structure required to perform bus restoration, [Offeror] Technical Services team will supply all appropriate information required to restore the bus properly. The [Offeror] Parts and Service Manuals contain illustrations and component information helpful in service and repair. [Offeror] Vehicle System Drawings Manual includes other drawing type information such as; Electrical Schematics and diagrams, Air system schematics, Hydraulic Schematics, Cooling system schematic and layouts, PLC system Layouts, ABS System Layout, Major Component System Layout.</p>   | <p>Accepted. This meets the intent of the specification, as the necessary information will still be available to the City 30 days prior to production.</p>  |
| 136 | 210 | 40. Deliverables | 28. Part Number Index | 60 days prior to shipment of first bus   | <p>[Offeror] clarifies that a complete Part Number Index identifying all parts in the bus parts manual is not available until the Final Parts Manual is published. This will be supplied at the same time the Final Bus Parts Manual.</p>  | <p>Approved, but will be considered during evaluation and scoring.</p>  |



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|-----|----------|----------------|--|---|---|---|
| 137 | 99 & 109 | 12.E<br>13.A.1 | Vehicle Performance - Operating Range<br><br>Fuel System - Fuel Containers | The operating range of the bus, run on the design operating profile, shall be at least 400 miles with full fuel capacity. | [Offeror] requests approval to provide a 60' bus with a range of 356 miles based on Altoona CBD cycle. This range is based on 125 fuel tank capacity at 95% useable. [Offeror]'s goal is to continuously strive to improve the mileage offered. However, driver habits, terrain, environmental conditions, plus the operating profile are out of [Offeror]'s control, therefore, mileage or hours cannot be guaranteed. This is the same as provided on previous diesel 60' bus [Offeror] builds. | Approved (for the 60' bus), but will be considered during evaluation and scoring. |
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|-----|----|--|--------------------------------------|--|---|---|
| 138 | 4  | SECTION I - SOLICITATION INSTRUCTIONS      | Exhibit 3                            | Exhibit 3: For cameras –<br>• camera case dimensions.  | Request clarification on what dimensions the CITY is requesting. Are you requesting the size of the camera housing or the DVR itself? Please clarify your request.  | The City is requesting the dimensions for the camera housing.   |
| 139 | 37 | SECTION III - SPECIAL TERMS AND CONDITIONS | 3.3.1 Pilot Bus                      | The pilot vehicle shall be produced and delivered to the CITY at least forty-five (45) days prior to initiation of any production activities for the remaining vehicles, unless otherwise authorized in writing by the CITY.   | Request approval to provide a pilot, if required, at least 90 days prior to initiation of any production activities for the remaining vehicles. This timeline allows for minor changes by the CITY after review of the pilot bus, if required.  | <b>Not approved.</b> No change to the specification is warranted.   |
| 140 | 39 | SECTION III - SPECIAL TERMS AND CONDITIONS | 3.7.2. Delivery Schedule             | The CITY will determine the maximum bus delivery rate. This maximum delivery rate will depend upon the CITY's capacity to accept delivery.   | Request the delivery rate limitations. It is important to understand any limitations the CITY may have.   | The delivery rate is 5 units per week, with deliveries to occur Mon – Thursday, between 7AM and 2PM. No deliveries will be accepted on Fridays, Weekends, or City holidays. |
| 141 | 43 | SECTION III - SPECIAL TERMS AND CONDITIONS | 3.10.2. Documentation                | The Contractor shall also exert its best efforts to keep maintenance manuals, operator manuals and parts books up to date for a period of fifteen (15) years.  | Note: Manual updates only apply to <i>Offeror</i> published manuals. It is the responsibility of each OEM component supplier to perform updates to their documentation. This Offeror's bus manuals are fully maintained for twelve (12) years.  | Acknowledged. This meets the intent of the specification, so long as “best efforts” are exerted to obtain updated documents.  |
| 142 | 43 | SECTION III - SPECIAL TERMS AND CONDITIONS | 3.10.3. Parts Availability Guarantee | Contractor hereby guarantees to provide, within reasonable periods of time, the spare parts, software and all equipment necessary to maintain and repair the buses supplied under this Contract for a period of at least twelve (12) years after the date of acceptance. | Offeror proposes to assist the City with any software technical assistance for the duration of the life of the vehicle. However, if any software upgrades are required and result in an increased cost to Offeror, we request approval to provide the new vendor supplied software upgrade(s) and new hardware (if required) at an increased cost to the CITY, not to exceed Offeror's published catalog price at the time. | Approved, but will be considered during evaluation and scoring.   |



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|-----|----|----------------------------|--------------------------------|--|---|---|
| 143 | 92 | SECTION VI - SCOPE OF WORK | A. Dimensions Physical Size, 1 | Turning Radius: 278" (inside TR4)                                      | Request approval to provide minimum turning radius (TR4) of 284.49" over the tire outside sidewall.<br><br>Please see attached.<br><br>This is inherent to the [Offeror] 40' Low Floor bus design.  | Approved. See response to Item 7.                               |
| 144 | 92 | SECTION VI - SCOPE OF WORK | A. Dimensions Physical Size, 1 | Clear Door Opening (excluding grip rails): Front: 36" minimum          | Request approval to provide a clear door opening (excluding grip rails) width of 34.50".<br><br>This is inherent to the [Offeror] Low Floor bus design.   | Approved. See response to Item 79.                              |
| 145 | 94 | SECTION VI - SCOPE OF WORK | B. Underbody Clearance, 2      | For ramp clearances, approach angle shall be no less than 8.5 degrees. | Request approval to provide an approach angle of 7.3 degrees. The request comes from the CITY's requirement to use low profile 305/70R22.5 tires. However, if the CITY uses Offeror's standard and recommended tire size of 305/85R22.5 or 315/80R22.5, Offeror fully meets the approach angle requested by the CITY. | Approved, but will be considered during evaluation and scoring. |
| 146 | 94 | SECTION VI - SCOPE OF WORK | B. Underbody Clearance, 2      | Departure angle shall be no less than 9 degrees.                       | Request approval to provide a departure angle of 8 degrees. The request comes from the CITY's requirement to use low profile 305/70R22.5 tires. However, if the CITY uses Offeror's standard and recommended tire size of 305/85R22.5 or 315/80R22.5, Offeror fully meets the departure angle requested by the CITY.  | Approved, but will be considered during evaluation and scoring. |



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| 147 | 95 | SECTION VI -<br>SCOPE OF<br>WORK | D. Interior<br>Headroom | At the centerline of the window seats,<br>headroom shall be no lower than 65 inches.   | Request approval to provide a headroom<br>measurement at the centerline of the window<br>seats at the upper deck area of 64.1".<br><br>This is inherent to the [Offeror] Low Floor bus<br>design. | Approved, but will be considered during evaluation<br>and scoring. |
| 148 | 97 | SECTION VI -<br>SCOPE OF<br>WORK | A. Interior Noise, 2    | The bus-generated noise level experienced by<br>a passenger at any seat location in the bus<br>shall not exceed 83 dBA and the operator shall<br>not experience a noise level of more than 75<br>dBA under the testing conditions and<br>procedures specified by the Altoona Bus<br>Research and Testing Center<br>(altoonabustest.psu.edu/bus-tests). | Request approval to provide a maximum noise<br>level at the driver's area of 75.3 dBA as recorded<br>during the Altoona bus test on the 40' Low Floor<br>diesel bus.                              | Approved, but will be considered during evaluation<br>and scoring. |





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| 149 | 98  | SECTION VI - SCOPE OF WORK | 9. FIRE SAFETY, B        | All materials used in the construction of the passenger compartment of the bus shall be in accordance with the "Recommended Fire Safety Practices for Transit Bus and Van Materials Selection," as provided in FTA Docket 90. Materials entirely enclosed from the passenger compartment, such as insulation within the sidewalls, need not comply. In addition, smaller components and items (such as seat grab rails, switch knobs, and small light lenses) shall be exempt from this requirement. | <p>The proposed LOW FLOOR complies with all applicable Federal Motor Vehicle Safety Standards (FMVSS) as required by the F.T.A and the D.O.T., and as described in Title 49 CFR Chapter V, part 571-FMVS S, last revised on October 1, 1998.</p> <p>The Federal Transit Administration provided on January 13, 1993 regulations governing the "Recommended Fire Safety Practices for Transit Bus and Van Materials: Notice"--known as Docket 90-A.</p> <p>Over the years Offeror has continued a program with suppliers to provide components that meet or exceed these "voluntary recommended" guidelines. Developing technology, availability of suitable materials, product performance, reliability, and costs have precluded some materials being available for manufacturers use.</p> <p>Attached for your reference is a list of compliant and non-compliant components on the Offeror's Low Floor Bus.</p> <p>Offeror requests concurrence with our documented compliance list.</p> | Accepted.   |
| 150 | 101 | SECTION VI - SCOPE OF WORK | B. Cooling Systems, 1, a | The water booster pump shall be a magnetically-coupled, brushless design.  | Offeror, on behalf of EMP, wishes to advise the CITY that EMP brushless water pumps utilize industry standard integrated bearing assemblies   | Approved, but will be considered during evaluation and scoring. |



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|     |     |                            |                          |   | and seals.<br><br>Offeror requests concurrence.  |   |
| 151 | 102 | SECTION VI - SCOPE OF WORK | B. Cooling Systems, 1, g | Electric fan motor speeds shall have a minimum operating range of 0-4500 rpm with the capability of reverse operation in order to assist in debris removal. | Offeror, on behalf of Modine, wishes to advise the CITY that Modine fans have a range of 0-4100 RPM. The lower fan speeds result in lower power draw and reduced sound levels.<br><br>Offeror requests concurrence.  | Approved, but will be considered during evaluation and scoring. See response to Item 17.  |
| 152 | 102 | SECTION VI - SCOPE OF WORK | B. Cooling Systems, 1, g | Electric fan motor speeds shall have a minimum operating range of 0-4500 rpm with the capability of reverse operation in order to assist in debris removal. | Offeror, on behalf of EMP, wishes to advise the CITY that EMP 15" fans have motor speed range of 0-4350 RPM. The EMP MH4 cooling system uses four 15" fans.<br><br>Offeror requests concurrence.   | Approved. See response to Item 17.  |
| 153 | 104 | SECTION VI - SCOPE OF WORK | C. Transmission, 5       | This system shall also automatically shift the transmission to "Neutral" after a 5-minute delay whenever the exit door brake interlock is applied.          | [Offeror] requests approval to remove the requirement for the transmission to shift into neutral after 5 minutes whenever the exit door brake interlock is applied. Having the bus shift into neutral after a 5 minute delay with the exit door interlock activated can create a condition where the driver is unaware the bus is in neutral and closes the exit doors, without the parking brake or service brakes applied, causing the bus to roll or move causing injury to persons or objects.<br><br>This feature was removed from [Offeror] buses the CITY currently operates. | <b>Not approved.</b> By addendum, this section will be revised to allow for an alternative method to equivalently ensure passenger safety when the exit door interlock is applied.<br><br>Offerors shall propose such alternative methods in their offers for evaluation. |



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| 154 | 104 | SECTION VI - SCOPE OF WORK | D. Retarder, 3   | An "On/Off" switch shall be provided outside of the drivers' controls area to disable operation. Location shall be approved by the CITY after contract award.                | <p>[Offeror]'s proposal includes an Allison B400R transmission as currently operated by the CITY. Per Allison Tech Data Requirements, Allison requires that the retarder enable/disable switch is required for all retarder installations and must be located within easy reach of the operator.</p> <p>[Offeror] will provide a retarder enable/disable switch within reach of the operator as required by Allison Transmission Inc. [Offeror] buses the CITY current operates are configured this way.</p> <p>Please see attached.</p> | <b>Not approved.</b> See Item 20.   |
| 155 | 105 | SECTION VI - SCOPE OF WORK | G. Service   | An oil sampling and fill provision compatible with the purchasing agencies current equipment shall be included in the engine compartment.                                    | [Offeror] requests approval to provide our standard Titan Probalyzer ports. These ports are currently used on [Offeror] buses the CITY operates.   | Approved.   |
| 156 | 106 | SECTION VI - SCOPE OF WORK | H. Engine Air Filtration System Requirements for the Southwest Desert Region | The air filtration system must be at least 99.9% effective at removing airborne particulates when tested, according to SAE J726.   | [Offeror] wishes to advise the agency, that the Air Cleaner Test Code SAE J726 was cancelled June 2002 and superseded by ISO 5011. [Offeror] complies with the ISO 5011.   | Approved. By addendum, this section will be revised to provide the most current standard. |
| 157 | 113 | SECTION VI - SCOPE OF WORK | A. Springs and Shock Absorbers, c  | A warning light mounted near the curbside of the front door, with minimum 3-inch-diameter amber lens, shall be provided that will blink when the kneel feature is activated. | [Offeror] requests approval to provide a 2" diameter flashing amber warning light mounted on the exterior of the bus aft of the entrance door with audible alarm. The driver will also have an indicator warning light on the dash.  | Approved. See response to Item 32.  |



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| 158 | 113 | SECTION VI - SCOPE OF WORK | B. Wheels and Tires, 1 | Wheels and rims shall be hub-piloted with aluminum rims and shall resist rim flange wear.  | [Offeror] requests clarification if the CITY is requesting the wheels to be provided with Dura-Flange® wear protection.<br><br>Please see attached.  | Dura-Flange meets the specification. The City is not requesting a specific brand name product.        |
| 159 | 113 | SECTION VI - SCOPE OF WORK | B. Wheels and Tires, 2 | The buses shall be equipped with low profile (305/70R22.5) tires, load range H, or as appropriate for the bus design and top speed requirements. | [Offeror] recommends and requests approval to supply either 305/85R22.5 or 315/80R22.5 size tires. The [Offeror] bus has been tested and designed around these specific tires. All exterior road clearance dimensions of the [Offeror] bus are derived using these tires. The use of low profile tires is not excluded from the [Offeror] bus, however, the approach and departure angles are impacted when they are used. The approach angle is reduced to 7.3 degrees and the departure angle is reduced to 8 degrees.<br><br>Please see attached. | <b>Not approved.</b> No change to the specification is warranted. See responses to Items 145 and 146. |
| 160 | 114 | SECTION VI - SCOPE OF WORK | A. Front Axle, 1       | Fatigue life of all steering components shall exceed 1,000,000 miles.  | [Offeror] wishes to advise the CITY that each operation incorporates a wide variety of factors that directly affect the steering components of the coach.<br><br>Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors beyond the manufacture control, [Offeror] requests concurrence that the fatigue life of all steering components exceeding 1,000,000 miles, as  | Acknowledged, but will be considered during evaluation and scoring.                                   |



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|     |     |                            |                                   |  | specified by the CITY, is an expected mileage goal and not a guaranteed minimum by the manufacturer.   |   |
| 161 | 115 | SECTION VI - SCOPE OF WORK | B. Steering Wheel – General, 2, a | The steering wheel shall have a minimum vertical adjustment of 2.5 inches  | <p>[Offeror] requests approval to provide a Douglas Autotech steering column with a vertical telescopic adjustment of 1.875".</p> <p>This is standard with the Douglas steering column.</p> <p>Please see attached.</p>  | Approved. See responses to Items 34 and 35.   |
| 162 | 119 | SECTION VI - SCOPE OF WORK | D. Parking/Emergency Brake, 2     | Manufacture shall provide operator valve handles constructed of metal design as opposed to plastic, for extended durability. | <p>[Offeror] requests approval to provide a plastic parking brake valve handle that is made out of plastic material. The parking brake handle measures 1.75" across and is standard on the Bendix valve.</p> <p>This is the only option available on a [Offeror] bus and is consistent with [Offeror] buses the CITY currently operates.</p> | Approved. By addendum, the section will be revised to allow for plastic operator valve handles as an alternative to metal operator valve handles. |



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| 163 | 120 | SECTION VI - SCOPE OF WORK | 20. PNEUMATIC SYSTEM<br>A. General, 3 | All air reservoirs shall meet the requirements of FMVSS Standard 121 and SAE Standard J10 and shall be equipped with clean-out plugs and guarded or flush type drain valves.                                    | <p>[Offeror] requests approval to provide air reservoirs without clean-out plugs and guarded drain valves on the tanks.</p> <p>The air tanks reservoirs are mounted in the roof structure in an air tank compartment under the roof, making guarded or flush type drain valves impractical. Each section of tank has a center mounted drain port that is at the lowest point. These drain lines are attached to four (4) remote drain valves on the roadside of the bus conveniently located approximately waist high above the battery box. [Offeror] recommends draining the air tanks daily as part of the driver pre-trip process.</p> <p>This is inherent to the [Offeror] Low Floor bus and is consistent with [Offeror] buses the CITY currently operates.</p> <p>Please see attached.</p> | Approved. This meets the intent of the specification.           |
| 164 | 126 | SECTION VI - SCOPE OF WORK | c. Intermediate Platform              | This intermediate platform shall be cut into the rear platform and shall be approximately the aisle width, 18-inches deep and approximately one half the height of the upper level relative to the lower level. | <p>[Offeror] requests approval to provide an aisle step that is 13.8" (inches) deep.</p> <p>This is inherent to the [Offeror] Low Floor bus design.</p> <p>Please see attached.</p>   | Approved, but will be considered during evaluation and scoring. |



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|-----|---------|----------------------------|---------------------------|--|---|---|
| 165 | 130-131 | SECTION VI - SCOPE OF WORK | I. Bumpers<br>Location, 4 | Bike racks shall be powder coated black and consistent in function and operation as the ones in the current fleet.   | [Offeror] requests clarification if the bike rack the CITY currently operates is the Sportworks DL2 or Byk-Rak 2 position rack. | The City currently uses the Sportworks DL2 bike rack. |
| 166 | 131-132 | SECTION VI - SCOPE OF WORK | J. Finish and Color       | All exterior surfaces shall be smooth and free of wrinkles and dents. Exterior surfaces to be painted shall be properly prepared as required by the paint system supplier, prior to application of paint to assure a proper bond between the basic surface and successive coats of original paint for the service life of the bus. Drilled holes and cutouts in exterior surfaces shall be made prior to cleaning, priming and painting to prevent corrosion. The bus shall be completely painted prior to installation of exterior lights, windows, mirrors and other items that are applied to the exterior of the bus. Body filler materials may be used for surface dressing, but not for repair of damaged or improperly fitted panels. Paint shall be applied smoothly and evenly with the finished surface free of dirt and the following other imperfections: <ul style="list-style-type: none"> <li>• Blisters or bubbles appearing in the topcoat film</li> <li>• Chips, scratches, or gouges of the surface finish</li> <li>• Cracks in the paint film</li> <li>• Craters where paint failed to cover due to surface contamination</li> </ul> | [Offeror] is submitting our paint standards for the CITY's review.  | Accepted. These standards meet the specifications.    |





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|     |     |                            |                           | <ul style="list-style-type: none"> <li>• Overspray</li> <li>• Peeling</li> <li>• Runs or sags from excessive flow and failure to adhere uniformly to the surface</li> </ul>  |  |  |
| 167 | 131 | SECTION VI - SCOPE OF WORK | J. Finish and Color, 1    | The bus shall be completely painted prior to installation of exterior lights, windows, mirrors and other items that are applied to the exterior of the bus.  | <p>[Offeror] preinstalls the front and rear exterior marker lamps prior to the front and rear caps being installed. The marker lights are then taped off and the entire bus is painted.</p> <p>[Offeror] request approval to paint the exterior bus with the front and rear marker lights installed.</p> <p>This is standard on the [Offeror] low floor bus.</p> | Approved. This meets the intent of the specifications, as these small parts do not affect the overall appearance of the bus. |
| 168 | 132 | SECTION VI - SCOPE OF WORK | J. Finish and Color, 2, b | The exact color scheme and graphics will be provided during the pre-construction process; however, no more than four (4) color graphic (excluding clear) will be used. The CITY will provide an example of their individual design for review. | [Offeror] requests an example of the CITY's design for review.   | Exhibit 1 is an example of the City's design, and will be attached to the upcoming addendum 004                              |



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| 169 | 132 | SECTION VI - SCOPE OF WORK | J. Finish and Color, 3 | Bus numbers that are 29" high shall be placed on the roof along the width of the bus.               | <p>[Offeror] requests approval to provide twenty-four inch (24") black roof number decals. Due to the surface area available on the roof of the bus and the bus being 102" wide, 29" roof numbers will not fit.</p> <p>This is standard on the [Offeror] low floor bus and is consistent with [Offeror] buses the CITY currently operates.</p>  | Approved. See response to Item 61.                              |
| 170 | 132 | SECTION VI - SCOPE OF WORK | J. Finish and Color, 3 | 8-3/4" Wheelchair accessible logo on the exterior panel in front of the wheelchair accessible door. | <p>[Offeror] requests approval to provide a 4.70" x 4.50" ADA log on the exterior wheelchair accessible door.</p> <p>This is standard on the [Offeror] low floor bus and is consistent with [Offeror] buses the CITY currently operates.</p> <p>Please see attached.</p>  | <b>Not approved.</b> See response to Item 62.                   |
| 171 | 132 | SECTION VI - SCOPE OF WORK | J. Finish and Color, 4 | All decals shall be sealed with clear, waterproof sealant around all exposed edges.                 | <p>[Offeror] requests approval to provide 3M series graphics on the exterior of the bus that are not edge sealed. Due to changing technology and advancement in graphics film over the years the use of edge sealing has been mostly eliminated.</p> <p>However, if the CITY still requires edge sealing of graphics, [Offeror] requests approval to only supply edge sealing on stripes.</p> | Approved, but will be considered during evaluation and scoring. |



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| 172 | 133 | SECTION VI - SCOPE OF WORK | 5. Exterior Lighting, b                             | A safety light shall be incorporated into the turn signals mounted either to the mirrors or front bumper area. These lights shall illuminate the area to the front and side of the vehicle in the direction of the turn.                              | [Offeror] requests approval to provide 4" lights mounted aft of the street side and curb side wheel wells. The lights are low mounted with the light emitted forward and down. The lights provide a visible indicator that the bus is turning.<br><br>Please see attached.             | Approved. See response to item 65.  |
| 173 | 134 | SECTION VI - SCOPE OF WORK | 5. Exterior Lighting, g                             | Individual lamps are to be replaceable without disposing the reflective lamp housing or lens.   | [Offeror] wishes to advise the CITY that our LED headlights are not replaceable without disposing of the assembly. The LED headlights are only replaceable as an assembly and not just the LED itself.<br><br>[Offeror] is not aware of any LED headlights that meet this requirement. | Acknowledged, but will be considered during evaluation and scoring.   |
| 174 | 134 | SECTION VI - SCOPE OF WORK | 6. Service Area Lighting (Interior and Exterior), b | Power shall latch on with activation of the switch and shall be automatically discontinued (timed out) after 30 minutes to prevent damage caused by inadvertently leaving the service area lighting switch in the on position after repairs are made. | [Offeror] requests approval to provide a time out of ten (10) minutes to prevent unnecessary battery drain and still allow for maintenance to perform emergency repairs. After the initial 10 minutes the switch can be activated again for an additional 10 minutes if required.      | Approved, but will be considered during evaluation and scoring.   |
| 175 | 135 | SECTION VI - SCOPE OF WORK | D. Interior Panels General                          | Interior side trim panels and operator's barrier shall be non-textured stainless steel, anodized aluminum, plastic, or melamine-type material.  | [Offeror] requests approval to provide our standard contoured fiberglass drivers barrier.<br><br>This is inherent to the [Offeror] Low Floor bus design.<br><br>Please see attached.   | Approved. By addendum, the section will be revised to allow for fiberglass material and carbon fiber as alternatives. |



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| 176 | 135 | SECTION VI - SCOPE OF WORK | D. Interior Panels General    | All materials shall comply with the Recommended Fire Safety Practices defined in FTA Docket 90.                                | <p>The proposed [Offeror] LOW FLOOR complies with all applicable Federal Motor Vehicle Safety Standards (FMVSS) as required by the F.T.A and the D.O.T., and as described in Title 49 CFR Chapter V, part 571-FMVS S, last revised on October 1, 1998.</p> <p>The Federal Transit Administration provided on January 13, 1993 regulations governing the "Recommended Fire Safety Practices for Transit Bus and Van Materials: Notice"--known as Docket 90-A.</p> <p>Over the years [Offeror] has continued a program with suppliers to provide components that meet or exceed these "voluntary recommended" guidelines. Developing technology, availability of suitable materials, product performance, reliability, and costs have precluded some materials being available for manufacturers use.</p> <p>Attached for your reference is a list of compliant and non-compliant components on the [Offeror] Low Floor Bus.</p> <p>[Offeror] requests concurrence with our documented compliance list.</p> | Accepted.                          |
| 177 | 136 | SECTION VI - SCOPE OF WORK | D. Interior Panels General, 4 | An enclosed operator storage area shall be provided with a positive latching door and lock; minimum approximate size: 355 mm x | [Offeror] requests approval to provide an operator's area storage box with an approximate size of 21" x 8" x 14.5" (2,560 cubic inches).  | Approved. See response to Item 67. |



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**TABLE 2**

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|     |         |                            |                  |  |   |           |
|-----|---------|----------------------------|------------------|--|---|-----------|
|     |         |                            |                  | 355 mm x 355 mm (14" x 14" x 14").<br>Alternative measurements with similar volumetric constraints will be considered. | Please see attached.  |           |
| 178 | 138-139 | SECTION VI - SCOPE OF WORK | 9. Insulation, a | All insulation materials shall comply with the "Recommended Fire Safety Practices" defined in FTA Docket 90.           | <p>The proposed [Offeror] LOW FLOOR complies with all applicable Federal Motor Vehicle Safety Standards (FMVSS) as required by the F.T.A and the D.O.T., and as described in Title 49 CFR Chapter V, part 571-FMVS S, last revised on October 1, 1998.</p> <p>The Federal Transit Administration provided on January 13, 1993 regulations governing the "Recommended Fire Safety Practices for Transit Bus and Van Materials: Notice"--known as Docket 90-A.</p> <p>Over the years [Offeror] has continued a program with suppliers to provide components that meet or exceed these "voluntary recommended" guidelines. Developing technology, availability of suitable materials, product performance, reliability, and costs have precluded some materials being available for manufacturers use.</p> <p>Attached for your reference is a list of compliant and non-compliant components on the [Offeror] Low Floor Bus.</p> <p>[Offeror] requests concurrence with our documented compliance list.</p> | Accepted. |



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| 179 | 145 | SECTION VI - SCOPE OF WORK | c. Construction and Materials   | Approved configurations include the use of USSC Aries, USSC Gemini, Kiel INTRA or American seating products in high back and low back configurations.   | [Offeror] wishes to advise the CITY that the use of Kiel INTRA seats will not be a seat model option that will be available for the CITY to choose. Kiel INTRA seats are not approved for installation in our bus.  | Acknowledged. Kiel INTRA is one of several options that satisfy this specification.    |
| 180 | 148 | SECTION VI - SCOPE OF WORK | C. Passenger Doors General, 3   | When open, the doors shall have an opening no less than 76.0 inches in height and a clear opening of 36.0 inches wide.  | [Offeror] requests approval to provide a clear door opening (excluding grip rails) width of 34.50".<br><br>This is inherent to the [Offeror] Low Floor bus design.  | Approved. See response to Item 79.   |
| 181 | 152 | SECTION VI - SCOPE OF WORK | 2. Wheelchair Accommodations, b | Three forward-facing locations, as close to the wheelchair loading system as practical, shall provide parking area and securement system compliant with ADA requirements for a passenger using a mobility aid device. | [Offeror] requests clarification if the option pricing for the Rapid/Express buses are required to have 3 forward facing ADA locations, or if 2 forward facing ADA locations are required for this specific option.   | See response to Item 83.   |
| 182 | 154 | SECTION VI - SCOPE OF WORK | C. Operator Hand Controls, 3    | Each rear door shall be controlled separately by the operator.  | [Offeror] requests clarification on this statement. Is this meant for buses with more than one rear door or is the CITY requesting the each independent door half at the rear exit door to be controlled by the operator?<br><br>[Offeror] furthermore clarifies that there is only one rear door on the [Offeror] 40' Low Floor bus. The rear door opening is fully controlled by the operator, however, both door halves open at the same time. | This is specification applies to all center and rear doors (both halves) of 60' buses. |



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|-----|-----|----------------------------|----------------------------------|---|--|---|
| 183 | 158 | SECTION VI - SCOPE OF WORK | J. Operator Foot Controls, 1, a, | The accelerator pedal shall be positioned at an angle of 27-35 degrees at the point of initiation of contact and extend downward to an angle of 10-18 degrees at full throttle. | <p>[Offeror] requests approval to provide an accelerator pedal that has an angle of 41 degrees. The design of the [Offeror] Low Floor bus driver's platform and foot area make use of the 41 degree foot pedals for driver comfort and less fatigue.</p> <p>The foot pedals are consistent with [Offeror] buses the CITY current operates.</p>   | Approved, but will be considered during evaluation and scoring.   |
| 184 | 159 | SECTION VI - SCOPE OF WORK | J. Operator Foot Controls, 2, a, | The brake pedal shall be positioned at an angle of 27-35 degrees at the point of initiation of contact and extend downward to an angle of 20-28 degrees at full depression.     | <p>[Offeror] requests approval to provide a brake pedal that has an angle of 41 degrees. The design of the [Offeror] Low Floor bus driver's platform and foot area make use of the 41 degree foot pedals for driver comfort and less fatigue.</p> <p>The foot pedals are consistent with [Offeror] buses the CITY current operates.</p>  | Approved, but will be considered during evaluation and scoring.   |
| 185 | 161 | SECTION VI - SCOPE OF WORK | L. Instrumentation               | The digital display shall also include air brake reservoir pressure gauge(s) with indicators for primary and secondary air tanks.   | <p>[Offeror] requests approval to provide a mechanical gauge to display the primary and secondary air pressures. Using a mechanical air pressure gauge displays real-time air system pressures at all times the brake system can be utilized, regardless of ignition switch position or vehicle power, providing optimum safety system visibility to the operator, driver, technician, or mechanic. The mechanical gauges are also a mature technology, allowing for optimum component diagnosis and serviceability.</p> <p>Please see attached.</p> | Approved as an addition to (not a replacement for) the digital display for airbrake reservoir pressure. |





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| 186 | 163 | SECTION VI - SCOPE OF WORK | O. Operator's Seat, 1    | Operator's seat shall accommodate operators from the 5th-percentile female to 95th-percentile male, have Fore/Aft adjustment a minimum of 11.5 inches, high back, heavy duty adjustable shock absorbers, automatic absorbers to prevent abrupt bottoming and topping out, tilting seat back, adjustable seat cushion tilt and height, have a head rest, 3-way air lumbar support, 8 degree seat adjustment from +1 to +9 degrees, stainless steel riser and extended length integrated three (3) point lap-shoulder belt. | <p>[Offeror], on behalf of United Safety &amp; Survivability, wishes to advise the CITY that the G2A series seat has a fore/aft adjustment of 10". This is standard on the G2A seat.</p> <p>[Offeror] requests concurrence.</p>  | <p>Acknowledged, but will be considered during evaluation and scoring.</p>                                     |
| 187 | 166 | SECTION VI - SCOPE OF WORK | O. Operator's Seat, 5, j | Both lap and shoulder 3-point belt shall be configured to have a non-detachable push nut used to conjoin the two belt assemblies, but still allowing either belt to be serviced independently. The belt color shall be black. A Ready Reach shoulder belt extender shall also be provided by seating manufacture.   | <p>[Offeror], on behalf of United Safety &amp; Survivability, would like to advise the CITY that the G2A series seat 3 point belt is sewn together and does not come with two separate belts attached with non-detachable push nuts for individual belt replacement. This is standard on the G2A seat with the Ready Reach option.</p> <p>The G2A seat can be provided with a 3 point belt that has 2 independent belts that have a non-detachable push nut, however, the Ready Reach would not be available on this configuration.</p> <p>[Offeror] requests clarification if a 3 point belt with a non-detachable push nut should be provided or if the 3 point sewn belt with the Ready Reach should be provided.</p> | <p>Acknowledged. By addendum, this section will be revised to remove the requirement for 2 separate belts.</p> |



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| 188 | 169 | SECTION VI - SCOPE OF WORK | A. Capacity and Performance, 2                             | Contractor shall provide a certified third-party test, in a third-party facility which shows HVAC performance specifications are met for this specific manufacturer's bus build order.       | [Offeror] requests approval to submit the test results for the system the CITY currently has in operation on [Offeror] buses. The system test was done using a CITY CNG 40' bus with a Thermo King T14HP-M1 rear mount unit, S391 compressor (R407c), and an additional roof mounted condenser unit and additional evaporator mounted inside the bus. The test used a more stringent 130 degree heat soaked specification for testing.<br><br>Please see attached. | <b>Not approved.</b> No change to the specification is warranted.<br><br>This test is to be completed to monitor improvements to the system over time. Testing is only required one time during the course of the contract. Additional testing may be done as improvements are made, at the Contractor's discretion. As in previous contracts, the test is not changed to match results. |
| 189 | 171 | SECTION VI - SCOPE OF WORK | F. Operator's Compartment Requirements, 3                  | Two additional ball 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.                 | [Offeror] requests approval to provide our standard fixed vents that are tested and approved for use as defrosters for the windshield and front door glass. The vents for the windshield are an integral part of the dash. The vent for the front door area is provided through a fixed vent angled toward the front door area.<br><br>This is inherent to the [Offeror] Low Floor bus design and is consistent with [Offeror] buses the CITY currently operates.  | Approved, but will be considered during evaluation and scoring.  |
| 190 | 173 | SECTION VI - SCOPE OF WORK | B. Passenger Information and Advertising Interior Displays | In addition, an on-board bus book information station shall be installed on top of the curb side front interior wheel well, manufactured by Transit Information Products # OBIC WW Tempe-6P. | [Offeror] wishes to advise the CITY that Transit Information Products is no longer able to produce the OBIC referenced. Transit Information Products can only supply the OBICs as seen on the attached document.   | Acknowledged. See response to Item 98.   |



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|     |     |                            |  |  | Please see attached.   |   |
| 191 | 173 | SECTION VI - SCOPE OF WORK | 1. Passenger Stop Request/Exit Signal, 1 | An auxiliary passenger "Stop Requested" signal shall be installed at the rear door to provide passengers standing in the rear door/exit area a convenient means of activating the signal system. The signal shall be a heavy-duty push-button type. A heavy duty "Stop Requested" signal button shall be installed on modesty panel stanchion immediately forward of rear door and clearly identified as "Passenger Signal." | <p>[Offeror] requests approval to provide to install a stop requested button that shows "STOP" forward of the rear door on the vertical stanchion.</p> <p>Please see attached.</p>   | Acknowledged. This meets the intent of the specification. |
| 192 | 174 | SECTION VI - SCOPE OF WORK | A. Fire Suppression, 1                   | Optional pricing shall be provided on the options pricing sheet of proposal for the Amerex fire suppression system.  | <p>[Offeror], on behalf of Amerex, wishes to advise the CITY that if the Amerex system is selected as an option, that the methane detection system will also be part of this option.</p> <p>[Offeror] requests concurrence.</p>                              | Accepted.   |
| 193 | 174 | SECTION VI - SCOPE OF WORK | A. Fire Suppression, 2                   | The fire suppression system must communicate maintenance and performance data through the J1939 diagnostic port. All network communications shall be compatible with the on-board telematics systems.  | <p>[Offeror], on behalf of Fogmaker, wishes to advise the CITY that Fogmaker does not provide J1939 connectivity and can only provide a ground signal for fire detection, engine shutdown, and methane detection.</p> <p>[Offeror] requests concurrence.</p> | Accepted. See response to Item 100.                       |



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| 194 | 174 | SECTION VI -<br>SCOPE OF<br>WORK | B. Methane<br>Detection system,<br>3 | The MDS controls shall provide a visual and audible signal in the Operators area when methane gas is detected at 25% of lower explosive limit (LEL).   | [Offeror], on behalf of Fogmaker, wishes to advise the CITY that a visual and audible signal will be provided when methane gas is detected at 20% of lower limit.<br><br>[Offeror] requests concurrence.  | Accepted. See response to Item 101.  |
| 195 | 174 | SECTION VI -<br>SCOPE OF<br>WORK | B. Methane<br>Detection system,<br>4 | Methane gas detection threshold shall be 10% - 20% of LEL. When methane gas detection threshold reaches 40% of LEL the MDS response time shall be less than 30 seconds of 90% of final value when subjected to a step change in methane concentration. | [Offeror], on behalf of Fogmaker, requests clarification on this specification, specifically: 40% of LEL the MDS response time shall be less than 30 seconds of 90% of final value when subjected to a step change in methane concentration.          | Accepted. See response to Item 102.  |
| 196 | 175 | SECTION VI -<br>SCOPE OF<br>WORK | B. Methane<br>Detection system,<br>5 | The MDS shall shut down the bus in less than 10 seconds when exposed to 40% of LEL.  | [Offeror], on behalf of Fogmaker, wishes to advise the CITY that the MDS can provide a signal to shut down the bus ad 50% of LEL.<br><br>[Offeror] requests concurrence.  | Accepted. See response to Item 103.  |
| 197 | 175 | SECTION VI -<br>SCOPE OF<br>WORK | B. Methane<br>Detection system,<br>8 | The MDS system must communicate maintenance and performance data through the J1939 diagnostic port.  | [Offeror], on behalf of Fogmaker, wishes to advise the CITY that Fogmaker does not provide J1939 connectivity and can only provide a ground signal for fire detection, engine shutdown, and methane detection.<br><br>[Offeror] requests concurrence. | Accepted. See response to Item 106.  |
| 198 | 178 | SECTION VI -<br>SCOPE OF<br>WORK | B. Master Battery<br>Switch          | The switch shall be constructed of metal and painted red for high visibility.  | [Offeror] requests approval to provide a Bussmann battery cut-off switch. This switch quickly disconnects the 12v and 24v batteries. It is easily located by a decal on the exterior panel for quick disconnection of the house batteries. The        | <b>Not approved.</b> This specification was requested by the Phoenix Fire Department for safety. |



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|     |     |                            |                             |  | arm lever is made out of metal, however, the handle itself is not made out of metal and is of a black colored material.<br><br>Please see attached.  |   |
| 199 | 179 | SECTION VI - SCOPE OF WORK | F. Wiring and Terminals, 2  | Wiring shall be grouped, numbered, and color-coded.  | [Offeror], on behalf of EMP, wishes to advise the CITY that the EMP cooling system harnesses use color striped wires with no numbers.<br><br>[Offeror] requests concurrence.   | Accepted. See response to Item 114.                           |
| 200 | 180 | SECTION VI - SCOPE OF WORK | F. Wiring and Terminals, 5  | All wiring harnesses over five feet long and containing at least five wires shall include 10% (minimum one [1]) excess wires for spares.                             | [Offeror], on behalf of EMP, wishes to advise the CITY that EMP harnesses do not include excess wires for spares, but the harness is easily serviced as a complete unit.<br><br>[Offeror] requests concurrence.  | Accepted. See response to Item 115.                           |
| 201 | 180 | SECTION VI - SCOPE OF WORK | F. Wiring and Terminals, 8  | Adjacent connectors shall either use opposing pin genders, different insert orientations, or different connectors to prevent incorrect connections.                  | [Offeror], on behalf of EMP, wishes to advise the CITY that EMP utilizes the same connectors for adjacent connections, however each connector is labeled to prevent incorrect connections<br><br>[Offeror] requests concurrence.   | Accepted at the sub-supplier level. See response to Item 117. |
| 202 | 181 | SECTION VI - SCOPE OF WORK | G. Electrical Components, 2 | All electric motors shall be either heavy-duty brushless type where practical, or have a constant duty rating of no less than 40,000 hours (except cranking motors). | [Offeror], on behalf of EMP, wishes to advise the CITY that EMP brushless pumps/fans have been tested to 25,000 hours in maximum temperature environment without failure. The L10 life of EMP brushless fans is expected to be a minimum of 40,000 hours. Product life varies based upon working conditions. EMP water pumps utilize | Accepted. See response to Item 118.                           |



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|     |     |                            |                             |   | industry standard integrated bearing assemblies and seals.<br><br>[Offeror] requests concurrence.   |  |
| 203 | 181 | SECTION VI - SCOPE OF WORK | G. Electrical Components, 2 | All electric motors shall be easily accessible for servicing.   | [Offeror], on behalf of EMP, wishes to advise the CITY that EMP fans/pumps have integrated DC brushless electric motors and are easily serviced as a complete unit.<br><br>[Offeror] requests concurrence.  | Accepted. See response to Item 119.  |
| 204 | 206 | SECTION VI - SCOPE OF WORK | 40. CONTRACT DELIVERABLES   | List of serialized units installed on each bus. With each delivered bus   | [Offeror] requests approval to provide an electronic list of serialized units no more than 2 weeks after each bus is delivered. However, the inspection record, which documents the serial numbers, can be copied by resident inspectors while at the factory.  | Approved. By addendum, the scope will be revised to allow for delivery of the electronic list no more than 2 weeks after each bus is delivered. The City will not grant final acceptance of a bus without delivery of that list. |
| 205 | 208 | SECTION VI - SCOPE OF WORK | 40. CONTRACT DELIVERABLES   | Draft preventative maintenance manuals (Agency approval/review period of 90 days from date of receipt) due with pilot bus.<br><br>Draft diagnostic procedures manuals (Agency approval/review period of 90 days from date of receipt) due with pilot bus.<br><br>Draft parts manuals. (Agency approval/review period of 90 days from date of receipt) due with the pilot bus. | [Offeror] requests approval to provide sample manuals with the bid and the final manuals no later than three weeks after the delivery of the first bus.<br><br>As the manuals are custom-made to match to individual customer specifications, the additional time will allow complete incorporation of the Agency's specifications and any changes that may be required during the production and inspection process. | <b>Not approved.</b> No change to the specification is warranted.  |



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|     |         |                            |   | Draft operators' manuals (Agency approval/review period of 90 days from date of receipt) due with pilot bus.  |   |   |
| 206 | 208-209 | SECTION VI - SCOPE OF WORK | 40. CONTRACT DELIVERABLES, 17, 18, 19, 20, 26 | Format for manuals. Hardcopy and electronic media   | [Offeror] requests approval to supply all manuals in digital format. The primary delivery system would be a link that would allow the CITY to download all manuals in PDF format. The secondary delivery system, if requested by the CITY, would be digital format contained on USB drives. Providing electronic media and digital delivery methods allows for less environmental impact, reduces cost, and decreases manual delivery to the CITY.  | For draft manuals, the city will only require 1 hard copy and 1 USB copy (or DVD). See responses to Items 130 and 133. Other electronic media are not acceptable for IT security reasons.<br><br>For final manuals, no changes to the specifications are warranted. |
| 207 | 209     | SECTION VI - SCOPE OF WORK | 40. CONTRACT DELIVERABLES                     | Final preventive maintenance manuals 90 days after CITY written approval.<br><br>Final diagnostic procedures manuals 90 days after CITY written approval. | [Offeror] wishes to advise the CITY that separate manuals are not provide for preventative maintenance and diagnostics procedures. Basic preventative maintenance information for the buses is contained within our standard bus service manual. Basic diagnostic information for the buses can be achieved through the use of the I/O multiplexing system and provided software. OEM preventative maintenance and diagnostic procedure information for the engine, transmission, and HVAC are only included in the corresponding OEM published manuals which | The standard bus service manual meets the intent of the specification.<br><br>"Written approval" will <u>not</u> be considered to be given at the acceptance of the pilot bus.  |





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|     |     |                            |                           |  | <p>[Offeror] will supply to the CITY.</p> <p>Furthermore [Offeror] requests that the term "written approval" be considered to be given at the acceptance of the pilot bus.</p>  |   |
| 208 | 210 | SECTION VI - SCOPE OF WORK | 40. CONTRACT DELIVERABLES | In-process drawings  | <p>[Offeror] would like to note that there are hundreds of drawings used by our production team during the assembly of the bus, many of which may not be useful to the City and some of which contain propriety information. As such, [Offeror] requests approval to work with the CITY's onsite inspectors to provide in-process drawings as requested, where possible. Additionally, [Offeror] provides a parts manual and maintenance manual with exploded views which have proved most satisfactory at hundreds of transit agencies across the country.</p> | <p>Approved. This meets the intent of the specification,</p>  |
| 209 | 210 | SECTION VI - SCOPE OF WORK | 40. CONTRACT DELIVERABLES | Recommended spare parts list, including bill of materials 60 days prior to shipment of first bus(es) | <p>[Offeror] wishes to advise the CITY that a spare parts list is not available until the final parts manual is complete. As the manuals are custom-made to match to individual customer specifications. [Offeror] request to provide a recommended spare parts list no later than delivery of the first bus. A bill of material (BOM) is not provided to customers. The BOM is proprietary information to [Offeror], however,</p>  | <p>Approved. By addendum, this section will be revised to require delivery of the spare parts list no later than delivery of the first bus, and require access to the bill of materials, upon demand for inspection, per regulatory requirements.</p> |



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|  |  |  |  |  | the BOM will be made available for any regulatory requirements, for review. |  |
|--|--|--|--|--|---|--|