



SOLICITATION ADDENDUM #4

Issuance Date: June 4, 2021
Solicitation Number: RFP PTD20-003
Solicitation Due Date: 06/22/2021, 2:00p.m. MST (Local Time)
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CITY OF PHOENIX
Public Transit Department
302 N. 1st Avenue
8th Floor
Phoenix, AZ 85003
Phone: (602) 262-6948

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

A. The solicitation is modified as follows:

1. Section I, Sub-section 1.12, *Submission of Offer*, is revised to add the following:
1.12.3 An offer may not be modified, withdrawn or canceled by an Offeror for 180 calendar days following the offer submission deadline and, by submitting an offer, each Offeror agrees to keep the offer firm for that period of time.
2. Section III, Sub-section 3.10.3, *Parts Availability Guarantee* (page 43), second paragraph:
Contractor response is revised from eight (8) hours to **twenty-four (24) hours**.
3. Section VI, Sub-section 6.B, *Maintenance and Inspection*, Paragraph 2 (page 96), is revised to remove the following sentence:
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.
4. Section VI, Sub-section 12, *Vehicle Performance*, Paragraph F. (page 99), third sentence, is revised:
FROM: 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.
TO: The **40'** 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.

ADD: The **60'** bus fueled by B20 bio-diesel shall achieve an average fuel economy ≥ 3.0 miles per gallon when run on the "Transit Coach Duty Cycle," loaded to SLW.
5. Section VI, Sub-section 13, *Drivetrain*, Paragraph B.1.b (page 102), add the following sentence at the end of the paragraph:
Coolant recovery tanks may instead be accessible through a rear engine door, subject to the accessibility requirements of this section.
6. Section VI, Sub-section 13, *Drivetrain*, Paragraph C.5. (page 104), add the following to the end of the paragraph:
An alternative method may be used to equivalently ensure passenger safety when the exit door interlock is applied.
7. Section VI, Sub-section 13, *Drivetrain*, Paragraph G.2, second sentence (page 105), is revised:
FROM: All lubricant sumps shall be fitted with magnetic-type, external, hex head, drain plugs.
TO: All lubricant sumps shall be fitted with magnetic-type, hex head, drain plugs, or magnets in the sump.
8. Section VI, Sub-section 13, *Drivetrain*, Paragraph H, second sentence (page 106) is revised as follows:
SAE J726 is replaced by ISO 5011 or the most current standard.

Note: It is acknowledged that Solicitation Section VI, Sub-section 13, Fueling System, should be Sub-section 14; however, making this correction would require a major re-formatting for all subsequent sub-sections. Therefore, this sub-section will remain as is.



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9. Section VI, Sub-section 13, *Fueling System*, Paragraph A.9, first bullet (page 110), add the following at the end of the bullet comment:
Equivalent products may be provided, but must be compatible with PTD's Emco Wheaton fuel equipment.
10. Section VI, Sub-section 13, *Fueling System*, Paragraph A.9, second bullet (page 111), add the following at the end of the bullet comment:
Equivalent products may be provided, but must be compatible with PTD's Sherex/OPW fuel equipment.
11. Section VI, Sub-section 13, *Fueling System*, Paragraph A.10, first bullet (page 111), add the following at the end of the bullet comment:
Equivalent products may be provided, but must be compatible with PTD's Sherex/OPW fuel equipment.
12. Section VI, Sub-section 16, *Suspension*, Paragraph A.4.b. (page 113), is revised as follows:
Bus kneeling is revised from a maximum rate of 1.25 inches per second to a maximum rate of **2 inches per second**.
13. Section VI, Sub-section 16, *Suspension*, Paragraph A.4.b. (page 113), is revised as follows:
The warning light is revised to allow for a minimum **2 inch diameter amber lens**.
14. Section VI, Sub-section 19, *Brakes*, Paragraph A (page 117), add the following:
If these braking efforts are in conflict with the most current FMVSS standards, the FMVSS standards shall supersede.
15. Section VI, Sub-section 19, *Brakes*, Paragraph C.2. (page 118), is revised as follows:
Disc brake surface machining is revised, *From*: "up to 1/4-inch on each side" *To*: "**a minimum of 4 mm on each side**".
16. Section VI, Sub-section 19, *Brakes*, Paragraph D.2. (page 119), add the following at the end of the paragraph:
Plastic operator valve handles may be provided as an alternative to metal operator valve handles.
17. Section VI, Sub-section 23, *Floor Design*, first paragraph (page 124), add the following to the end of the paragraph:
The City will allow for a slope of no more than three (3) degrees throughout the bus.
18. Section VI, Sub-section 23, *Floor Design*, Paragraph A. (page 124), is revised:
FROM: 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.
TO: Tapping plates, if used for the floor fasteners, **shall have a minimum thickness of 1/16th inch**. All floor fasteners shall be secured and protected from corrosion for the service life of the bus.
19. Section VI, Sub-section 25, *Exterior Panels and Finishes*, Paragraph B. (page 127), is removed in its entirety.



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20. Section VI, Sub-section 25, *Exterior Panels and Finishes*, Paragraph F.1. (page 128), is revised to remove the requirement for locks to be flush-mounted.
21. Section VI, Sub-section 25, *Exterior Panels and Finishes*, Paragraph F.1. (page 128), add the following:
Clamshell doors (on the roof) are not required to be locked.
22. Section VI, Sub-section 25, *Exterior Panels and Finishes*, Paragraph I (page 129), is revised as follows:
The top of the bumper is revised, *From*: “28 ± 2 inches above the ground” *To*: “28 ± 4 inches above the ground”.
23. Section VI, Sub-section 25, *Exterior Panels and Finishes*, Paragraph J.3., first bullet (page 132), is revised as follows:
Bus numbers are revised, *From*: “29 inches high” *To*: “a minimum of 22 inches high”.
24. Section VI, Sub-section 25, *Exterior Panels and Finishes*, Paragraph J.5.a. (page 133), is revised as follows:
Each lamp shall be replaceable, *From*: “in less than 5 minutes” *To*: “in 20 minutes or less...”.
25. Section VI, Sub-section 25, *Exterior Panels and Finishes*, Paragraph J.5.e. (page 133), add the following to the end of the paragraph:
LED light strips may be used as an alternative to incandescent bulbs.
26. Section VI, Sub-section 26, *Interior Panels and Finishes*, Paragraph D., first sentence, (page 135), add the following at the end of the paragraph:
Fiberglass material and carbon fiber may be provided as alternatives to these materials.
27. Section VI, Sub-section 26, *Interior Panels and Finishes*, Paragraph D.4. (page 136), is revised as follows:
The operator storage area is revised, *From*: “...minimum approximate size: 355 mm x 355 mm x 355 mm (14" x 14" x 14)" *To*: “...minimum approximate size of 2,200 cubic inches”.
28. Section VI, Sub-section 26, *Interior Panels and Finishes*, Paragraph D.7., first sentence (page 137), is revised to remove the “non-textured” requirement.
29. Section VI, Sub-section 26, *Interior Panels and Finishes*, Paragraph D.11.a., third sentence (page 138), is revised to remove the minimum of 2-foot candles with the front doors closed.
30. Section VI, Sub-section 27, *Passenger Accommodations*, Paragraph A.6., second sentence (page 141), is revised to remove the 28-inch hip-to-knee room requirement.
31. Section VI, Sub-section 27, *Passenger Accommodations*, Paragraph C.1. (page 148), is revised as follows:
From: The center door shall be located forward of the center axle and rearward of the articulation joint.
To: The center door shall be located forward of the center axle and **forward** of the articulation joint.



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32. Section VI, Sub-section 27, *Passenger Accommodations*, Paragraph C.3. (page 148), is revised as follows:

From: 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.

To: When open, the doors shall have an opening no less than 76.0 inches in height and a clear opening of 36.0 inches for accessible and exit doors, and a minimum clear opening of 33 inches for front doors.

33. Section VI, Sub-section 27, *Passenger Accommodations*, Paragraph D.1.g., fourth sentence (page 151), is revised to provide for no more than 30-lbs. of force.

34. Section VI, Sub-section 27, *Passenger Accommodations*, Paragraph D.1.i. (page 152), add the following to the end of the paragraph:

Stainless steel may be used as an alternative to powder coating.

35. Sub-section 28, *Operator Provisions*, Paragraph O.4.j., fourth sentence is revised to remove the requirement for 2 separate belts.

36. Section VI, Sub-section 29, *Windows*, Paragraph B.3. (page 168), is revised to remove the 1/4-inch nominal thickness requirement.

37. Section VI, Sub-section 29, *Windows*, Paragraph D.1. (page 169), is revised to remove the 1/4-inch nominal thickness requirement.

38. Section VI, Sub-section 31, *Signage and Communications*, Paragraph B, fourth sentence (page 173), is revised to allow for an equivalent as an alternative to the bus book information station.

39. Section VI, Sub-section 31, *Signage and Communications*, Paragraph B, fifth sentence (page 173), is revised to allow for LED lighting as an alternative to fluorescent lighting.

40. Section VI, Sub-section 32, *Hazard Alerts*, Paragraph B, Sub-paragraphs 3, 4, and 5 (pages 174-175), are replaced in their entirety with the following:

3. The MDS shall be fully operational in its calibrated state within 60 seconds of power on. The MDS controls shall provide a visual signal in the Operators area when methane gas is detected at $\leq 25\%$ of lower explosive limit (LEL). A visual and audible signal shall be provided at $\leq 50\%$ of LEL. The MDS controls shall also provide the operator with a discrete visible warning signal if power to the MDS is lost or a failure occurs to the MDS controls, wiring or any sensor. The MDS shall meet the following specifications:

4. When methane gas detection threshold reaches $\leq 50\%$ of LEL the MDS response time shall be less than 30 seconds.

5. The MDS shall shut down the bus in less than 10 seconds when exposed to $\leq 50\%$ of LEL.

41. Section VI, Sub-section 35, *General Electrical Requirements*, Paragraph A.4. (page 177), is revised:
From: Jump-start connector shall be provided in the engine compartment equipped with dust cap and adequately protected from moisture, dirt and debris.



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To: Jump-start connector shall be provided in the engine compartment **or an alternative location next to the engine compartment** equipped with dust cap and adequately protected from moisture, dirt and debris.

42. Section VI, Sub-section 37, *Data Communications Systems*, Paragraph C.1., fourth bullet (page 185):
“Amp for Public Address System One each” is removed.
 43. Section VI, Sub-section 37, *Data Communications Systems*, Paragraph E.12.b., first bullet (page 191):
The J1908 standard is replaced with J1939.
 44. Section VI, Sub-section 39, *Training User Education Requirements*, Paragraph A., second sentence (page 196) is revised:
From: The price for the training program as described herein shall be included in the cost of the buses with additional training hours listed on the Options pricing sheet.
To: Pricing for the proposed training program as described herein shall be provided in Attachments A & B (Rev A) and will correspond with the Training Plan Outline (see Sub-section 39.C).
 45. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #1, (page 206), is revised to allow for delivery of the electronic list no more than 2 weeks after each bus is delivered. *Note: The City will not grant final acceptance of a bus without delivery of the electronic list.*
 46. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #16, (page 208) is removed in its entirety.
 47. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #21, (page 209) is revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).
 48. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #22, (page 209) is revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).
 49. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #23, (page 209) is revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).
 50. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #25, (page 209) is revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).
 51. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #25, (page 209) is revised to reduce the number of required draft copies to 1 hard copy and 1 USB copy (or DVD).
 52. Section VI, Sub-section 40, *Contract Deliverables*, Deliverable #27, (page 210) is 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.
- 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.



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Name of Company: _____

Address: _____

Authorized Signature: _____

Print Name and Title: _____