



**SOLICITATION ADDENDUM #5**

Issuance Date: June 8, 2021  
Solicitation Number: RFP PTD20-003  
Solicitation Due Date: 06/22/2021, 2:00p.m. MST (Local Time)  
Page 1 of 5

**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 solicitation is modified as follows:

Section VI, Sub-section 20.A, *Pneumatic System - General*, 2<sup>nd</sup> Paragraph (page 119), add the following at the end of the paragraph:

*Weather-resistant housing may be provided as an alternative to retained caps.*

B. The attached **Table 3** provides City responses to additional questions received against the subject solicitation.

C. 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	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 reconsideration for a red plastic main shut off valve and black plastic shut off valves on the CNG tanks. The primary rationale for this request is that the CNG components are a standard product from both [Offeror] and the supplier (AFS) with a volume-based supply chain and manufacturing approach. We have held preliminary discussions with the suppliers to explore avenues to comply with the requirement for red aluminum shut off valves and it was determined that any variation from the standard product is not logistically feasible in a production environment and is not approved at this time.</p> <p>Please note that in a thermal event scenario, the fire suppression system shuts off the fuel supply from the CNG tanks via the automatic solenoid valve.</p>	<b>Not approved.</b> This specification was requested by the Phoenix Fire Department for safety.
2	119	20.A	Pneumatic System - General	Retained caps shall be installed to protect fitting against dirt and moisture when not in use.	<p>One of the fundamental design parameters of the [Offeror] Xcelsior's air system is to have air vent out of the tow connector every time the interlocks release during normal operation. [Offeror] has not provided a retained cap on the tow fitting at any time in the past because testing has shown that the cap prevent air from exhausting from the tow fitting, causing brake drag. [Offeror] requests to remove the requirement for a retained cap on the tow fitting. Note that since the tow fitting has regular exhaust flow during normal operation, it stays clear even in heavy contamination environments.</p>	<b>Approved after reconsideration.</b> By addendum, this section will be revised to allow for weather-resistant housing as an alternative to retained caps.



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3	121	21.C.2	Body - Materials	The body material surfaces shall be protected against graffiti and vandalism.	[Offeror] intends to provide bed liner type material on the front interior wheel housings and modesty panels at the front of the upper deck. Please confirm acceptance of this configuration or specify other panels requiring bed liner material as this requirement must be reviewed with individual suppliers to assess feasibility.	<b>Not accepted.</b> The panels identified require the anti-graffiti material; however, the panel forward of the rear door also requires the anti-graffiti material.
4	129	25.G.4	Exterior Panels and Finishes - Battery Compartment	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.	"[Offeror] requests reconsideration for approval of the battery management system in lieu of the float charging system. This solution has worked well for our customers who has concerns of over-discharged batteries. We intend to offer the same solution for this bid.  Please note that [Offeror] has conducted a full design review of the rooftop solar panel application. However, based on the results of the design review, integrating the solar panels is not on the Xcelsior's development roadmap."	<b>Approved for the proposed battery management system.</b> However, the City still requires the solar charging panels, or other suitable method proposed by the manufacturer, for float charging.
5	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 reconsideration for a 2"" diagonal floor gap on the curbside and 8.25"" floor gap on the street side...  The street side modesty panel configuration is intended to provide additional foot room for the passengers seated aft of the modesty panel.	<b>Reconsidered and approved,</b> but will be considered during evaluation and scoring.
6	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 reconsideration for this modesty panel configuration. Given that the modesty panels are mounted on the upper deck, they will extend higher than the daylight opening of the window in order to serve their purpose for the passengers seated in the seats aft of the modesty panel..."	<b>Reconsidered and approved,</b> but will be considered during evaluation and scoring.



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7	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 reconsideration for a clearance of 1.9" between the modesty panel and the opened door. The design intent of the proposed configuration is to exceed the standard 1.5" knuckle clearance requirement while still maximizing hip-to-knee room for the seat aft of the modesty panel.	<b>Reconsidered and approved</b> , but will be considered during evaluation and scoring.
8	170	30.A.6	Heating Ventilation and Air Conditioning - Capacity and Performance	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 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.	"[Offeror] requests reconsideration for approval to provide a pull down test of 110° to 70°F ± 3°F in less than 25-minutes after start-up of A/C system. In order to achieve this level of performance, the proposed bus is equipped with the highest performing HVAC system, insulation and ducting configurations available.  We understand the desire to test to a more stringent protocol in order to monitor system improvements over time. To that end, in addition to the above proposed test, we propose to perform the 125° to 75°F ± 3°F in less than 30-minute test as information only as this level of performance is not attainable with currently available technology.  In collaboration with our HVAC suppliers, we have determined that the HVAC systems have reached maturity and there are no attainable design improvements currently on our development roadmap that will enable us to comply to the 125° to 75°F ± 3°F in 30 minute requirement.  Any design changes to significantly improve HVAC pull down capacity were determined to not be feasible as they would result in significant negative impacts to other aspects of vehicle design (weight, space constraints, overall vehicle tractive performance and economy, etc.)."	<b>Not approved</b> , but PTD is willing to seek a workable solution with the Contractor.



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9	178	35.B	General Electrical Requirements - Master Battery Switch	The switch shall be constructed of metal and painted red for high visibility.	"[Offeror] would like to clarify that our master disconnect switch is red in color and it is made of hard plastic. This is similar to what was provided in previous builds. "	<b>Acknowledged.</b>
10	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, the bus must be shut down and the master battery cut-off switch must be turned off for a minimum of two minutes. When the cut-off switch is turned back on, the alarm shall be automatically deactivated. The alarm may also be deactivated via the network.	"[Offeror] requests reconsideration for approval of providing a covert alarm switch that functions similar to what was provided in previous builds.  This means that the covert alarm reset needs to be done manually (if we were to disconnect the power from the master battery cut-off switch). Please note that once the battery is disconnected, the PLC system also shuts down. When the PLC system is shut down, it is unable to reset the alarm automatically.  However, if an automatic reset is required, we request approval to keep the bus running (to allow for programming) but bus movement will be prohibited. This means that activating the alarm successively or within the 10-minutes window, we will disable the bus movement and turn on all the lights and hazards for at least two minutes, before allowing the alarm to be reset."	<b>Approved, but will be considered during evaluation and scoring.</b>
11	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)	[Offeror] clarifies that final bus service, parts and vehicle drawing manuals will be available within 90 business days after the CITY written approval of draft manuals.	<b>Note: Per the specifications, as-built drawings are due within 60 days after final bus delivery(ies)</b>



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