

Approved Equals

RFP #113 Cut Away Busses

Article 1

1.062 The pricing for this contract is to be the Standard Producer Price Index (PPI), and not the Firm Fixed Price as stated in the RFP

1.011 The Maximum number of busses is to be 47, not 52 as stated in paragraph 1.21

Appendix A

It is ok to use the Altoona testing results for a 5 year 150,000 mile tested bus as requested.

Also allowed is the following request:

1. Sidewalls shall be constructed of 1.5" x 1.5" 16-gauge Galvanized tubular steel studs and corner posts on maximum 48" centers. A 14-gauge, 1-1/2" x 2" tubular horizontal stringer shall be welded to the top of the studs with a 16 gauge Z-rail welded to the studs at the bottom of the sidewall. Seat track shall be welded to the sidewall studs.
2. The roof consists of 1.5" x 1.5" 16-gauge tubular steel rafters, the rafters are welded into two (2) 16-gauge steel "U" shaped sidewall cap
3. The rafters, in conjunction with "C" Channels, form a "steel cage" type of construction. The back wall has a 1.5" x 1.5" 16-gauge tubular steel frame, reinforced with 16-gauge "C" channel. A section of 16-gauge Z-channel shall be welded to the bottom of the back wall.
4. The floor frame shall be constructed of 11-gauge, 2"x 2.88" x 2" channel cross members, on a maximum 34" center, with an outer 14-gauge angle steel impact rail. 11-gauge, 4" wide flat steel shall be provided to support the floor track. The floor frame shall be secured to the chassis frame in accordance with Ford's QVM requirements.

8.0 A Ford E450 shuttle Bus Chassis with a GVWR or 14,500 pounds is allowed, as long as it meets the requested exhaust requirements

8.18.1 Since the protective shell on the USSC seat is no longer available, it is ok to use the USSC seat without this protection.

8.18.18 We would prefer pricing on the Thermo King SLR 65 heat / Cool system. We do NOT want heaters on the floors, only from the A/C Unit.

8.18.21 The Tow Haul module upon start up, is a programming issue that automatically sets upon starting the vehicle. That way, the bus is in tow haul when the bus starts and manually has to be turned off, rather than having it start in the off position, and needs to be manually turned on. Yes, we want it to be automatically turned on upon starting.

9.2 Limited Slip Rear Axle is amended to say "Non Limited Slip" rear axle. Please change that Specification.

9.3 The Kneeling Feature, even though relatively new for busses, has been used for some time now in other types of vehicles as in ambulances. So, we will change the 7 year requirement for references, to 1 year if the kneeling system is a "Non- Air" type of feature. Regardless of the type proposed, we would like references in order for us to compare.

10.7 The requested frame coating of Zinc Phosphate washed and powder coated with Electro Static Spray Epoxy Polyester Powder Coat is accepted as an alternative to what is listed in the RFP

11.3 Having the moisture barrier on the underside of the floor, in place of the spray coating is permitted.

12.4 The maximum height can be up to 120" This will allow room for "High rise" and the AC unit on the roof.

13.0 Section 13 calls for a level 5, and section 13.6 calls for a level 4 fabric on the seating. Both sections should read the same at Level 5 fabric on the seats.

13.4, 13.5 Non Retractable seat belts on the Citi Flip seats is permissible

13.8 Seating arrangement is to be a 19-passenger bus with 2 accessible seats in the front, one on each side, and flip up seats behind the accessible area

14.5 A clear opening of 35" is permissible for the doors in order to allow for the handrail on each side.

15.8 The ground screen in the front cap is permissible.

18.1 The Zinc Phosphate washed and powder coated with Electro Static Spray Epoxy Polyester Hybrid Powder Coat is allowable for the steel structures.