Light & Medium Duty Paratransit Vehicles

Addendum # 6

January 3, 2019

Response to Vendor Question & Revisions to IFB

- Addendum # 6 is to answer the second round of vendor questions submitted.

- The vendor questions listed below specifically pertain to the solicitation document. The specification questions and answers are listed on pages 9 through 18 of this addendum.

- **Reminder: The Bid Due Date shall be January 22, 2019 @ 2:00 pm CST. Bids must be submitted to the address below:

  Illinois Department of Transportation
  ATTN: Megan Seitzinger
  2300 S. Dirksen Parkway, Room 302
  Springfield, IL 62764

- **Vendor Question 1 IFB Doc**: In the amended pricing page as issues, there is a line item for "Option V for Medium Duty Paratransit Bus Bacteria Killing System, Section 3.3.14.5. Request pricing page be amended to remove this option.
- **Answer Question 1 IFB Doc:** Pricing section has been amended to remove Option V from the Medium Duty Paratransit pricing section. Please replace pricing pages in the IFB with the amended pricing section included on pages 2 through 5 of this addendum.
- **Vendor question 2 IFB Doc:** A request was made to accept a specific rub rail that included a picture which was approved. Request that the picture be supplied to all prospective bidders so that everyone knows what was approved.
- **Answer Question 2 IFB Doc:** See picture below.


ADVANTAGE
E350

IFB Solicitation Replacement Pages

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2. PRICING

2.1 FORMAT OF PRICING:

2.1.1 Vendor shall submit pricing in the format shown below, based on the terms and conditions set forth in section 1 of this Contract. Award will be made by the complete low total to the responsible bidder offering the lowest responsive bid. The quoted prices shall be F.O.B. destination, freight prepaid to delivery location as specified.

2.1.2 Rate of Compensation for Supplies and/or Services to be Provided: Stated prices include providing all supplies and/or services specified in compliance with all terms, conditions and requirements as stated in this Contract.

2.1.3 The quantities listed in the Pricing Table are estimated based on historical need. They are listed for information and to facilitate a comparison of bids. They are not a guarantee of the quantities that will be needed during the contract period, which may be more or less than the estimated.

2.1.4 It is the intent of the State to award all optional equipment and encourage bidders to quote their best offer. However, optional equipment pricing deemed not fair and reasonable by the State will not be awarded.

2.1.5 Pricing shall be submitted in the following format:

Description of Items To Be Priced	Estimated Quantity	Unit of Measure	Per Unit Price	Extended Price
Paratransit Bus, Light Duty in accordance with technical specifications revised 6/19/2018. Unit price to include required standard options D, F, H, K, M, V, X, and AA.	500	Each	$	$
Option B for Light Duty Paratransit Bus - Gasoline Flex-Fuel Engine, Section 2.2.1.1	1	Each	$	$
Option C for Light Duty Paratransit Bus – Rubber Shear Spring Rear Suspension, in accordance with Department specifications, Section 2.4.3.2	1	Set	$	$
Option E for Light Duty Paratransit Bus – Non-Locking Fuel Access Door, in accordance with Department specifications, Section 2.10.2	1	Lot	$	$

Option G for Light Duty Paratransit Bus – Marine Plywood Floor, in accordance with Department specifications, Section 3.3.3.2	1	Each	$	$
Option I for Light Duty Paratransit Bus – Colored Floor Covering, for 2.2 mm PVC Smooth Floor in accordance with Department specifications, Section 3.3.3.3	1	Each	$	$
Option L for Light Duty Paratransit Bus – Emergency Rear Window (replaces rear door), in accordance with Department specifications, Section 3.3.6.3.8	1	Each	$	$
Option N for Light Duty Paratransit Bus – Aftermarket Driver's Seat, Section 3.3.10.3.4	1	Each	$	$
Option P for Light Duty Paratransit Bus – Additional Automatic Tightening Wheelchair/Mobility Aid Securement System, in accordance with Department specifications, Section 3.3.10.6.1	1	Set	$	$
Option Q for Light Duty Paratransit Bus – Retractable Underseat Storage of Wheelchair/Mobility Securements, Section 3.3.10.6.1	1	Set	$	$
Option R for Light Duty Paratransit Bus – Engine Hour Meter, Section 3.3.13.6	1	Each	$	$
Option U for Light Duty Paratransit Bus – Public Address System, Section 3.3.22	1	Lot	$	$
Option W for Light Duty Paratransit Bus – Backup Camera System, Section 3.4.1.10	1	Lot	$	$
Option Y for Light Duty Paratransit Bus – Destination and Route Signs, Section 3.4.4	1	Lot	$	$
Option Z for Light Duty Paratransit Bus – Bicycle Rack, Section 3.4.5	1	Each	$	$
Option EE is changed to read – If available, an OEM installed engine preparation package shall be provided to facilitate the installation of CNG/LPG propulsion in the future. The OEM kit shall maintain the original engine warranty.	1	Each	$	$
Description of Items To Be Prices	**Estimated Quantity**	**Unit of Measure**	**Per Unit Price**	**Extended Price**

Paratransit Bus, Medium Duty in accordance with technical specifications revised 6/19/2018. Unit price to include required standard options F, H, J, M, O, U, Y, AA, and DD.	800	Each	$	$
Option E for Medium Duty Paratransit Bus – Rubber Shear Spring Rear Suspension, in accordance with Department specifications, Section 2.4.3.2	1	Set	$	$
Option G for Medium Duty Paratransit Bus – Non-Locking Fuel Access Door, in accordance with Department specifications, Section 2.10.2	1	Lot	$	$
Option I for Medium Duty Paratransit Bus – Marine Plywood Floor, in accordance with Department specifications, Section 3.3.3.2	1	Each	$	$
Option K for Medium Duty Paratransit Bus – Alternative Colored Floor Covering, for 2.2 mm PVC Smooth Floor in accordance with Department specifications, Section 3.3.3.3	1	Each	$	$
Option N for Medium Duty Paratransit Bus – Emergency Rear Window (replaces rear door), in accordance with Department specifications, Section 3.3.6.3.8	1	Each	$	$
Option P for Medium Duty Paratransit Bus – Aftermarket Driver's Seat, Section 3.3.10.3.4	1	Each	$	$
Option R for Medium Duty Paratransit Bus – Additional Automatic Tightening Wheelchair/Mobility Aid Securement System, in accordance with Department specifications, Section 3.3.10.6.1	1	Set	$	$
Option S for Medium Duty Paratransit Bus – Retractable Underseat Storage of Wheelchair/Mobility Securements, Section 3.3.10.6.1	1	Set	$	$
Option T for Medium Duty Paratransit Bus – Engine Hour Meter, Section 3.3.13.6	1	Each	$	$

Option W for Medium Duty Paratransit Bus – Passenger Signal System, Chime System Installed over the Full Length of the Pass. Compartment, Section 3.3.21	1	Lot	$	$
Option W for Medium Duty Paratransit Bus – Passenger Signal System, Activation Mechanism for One Wheelchair Securement Area, Section 3.3.21	1	Lot	$	$
Option X for Medium Duty Paratransit Bus – Public Address System, Section 3.3.22	1	Lot	$	$
Option Z for Medium Duty Paratransit Bus – Backup Camera System, Section 3.4.1.10	1	Lot	$	$
Option BB for Medium Duty Paratransit Bus – Destination and Route Signs, Section 3.4.4	1	Lot	$	$
Option CC for Medium Duty Paratransit Bus – Bicycle Rack, Section 3.4.5	1	Each	$	$
Option EE is changed to read – If available, an OEM installed engine preparation package shall be provided to facilitate the installation of CNG/LPG propulsion in the future. The OEM kit shall maintain the original engine warranty	1	Each	$	$

2.2 **TYPE OF PRICING:** The Illinois Office of the Comptroller requires the State to indicate whether the contract value is firm or estimated at the time it is submitted for obligation. The total value of this contract is estimated.

2.3 **ESCALATION:** Contract prices must remain firm for the first twelve months of the contract. After this period and including potential renewal, the price(s) is subject to the following changes.

The Contractor may be allowed to adjust the purchase price of each vehicle in the event of changes in cost attributable to any of the following conditions:

Specification Questions & Answers

PAGE	SECTION	PARAGRAPH	SPECS BOILER PLATE	REQUEST FOR CHANGE. CLARIFICATION. ETC.	RESPONSE
			LIGHT DUTY VEHICLE SPECIFICATIONS		
Addendum #4	3.2.10.1		Running board	On round one questions, we suggested that a minimum depth of 12" be added to assure an adequate size board. This was denied however it makes no sense to deny. Without minimum standard a narrow 6" board could be supplied and it will meet the specs. However it would be far from adequate to allow ample or safe step area. We request a minimum of 12" depth be required. This is not a proprietary request as all manufacturers can supply a 12" board that is totally functional and safe. On the current buses IDOT receives they have a 12" board and operators have made comment about how much they like them.	Min 10-inch running board accepted
Addendum #4	3.2.11.1		Rear wheel housings.	Specifications originally called for galvanized, stainless steel or aluminum wheel housings. Under addendum 4 change was made to rear wheel housings to be constructed of stainless steel only. First there are all different qualities of stainless steel. Some offer very little corrosion resistance while others much more. So without a standard for the stainless to be used, one cannot expect that a high quality corrosion resistant stainless steel will be provided. Galvanized steel is steel that is treated with a corrosion resistant coating. It can offer equal or better resistance to corrosion vs. stainless steel as long as standards are set forth. We are requesting that G40 minimum rated coated galvanized steel or 304 stainless steel be accepted for the rear wheel housings. Both will offer exception corrosion protection and will meet the rustproof warranty table as set forth in the specifications. It is also suggested that the use of dissimilar metals be limited as much as possible because of the difficulties, for example, when welding stainless steel to dissimilar steel.	Accepted: G40 minimum rated coated galvanized steel or 304 stainless steel for the rear wheel housings. Use of dissimilar metals be limited as much as possible due to welding difficulties.
Addendum #4	3.3.4.1		Entrance door step well	Specifications originally called for galvanized or stainless steel stepwells. Under addendum 4 change was made to stepwell to be constructed of stainless steel only. First there are all different qualities of stainless steel. Some offer very little corrosion resistance while others much more. So without a standard for the stainless to be used, one cannot expect that a high quality corrosion resistant stainless steel will be provided. Galvanized steel is steel that is treated with a corrosion resistant coating. It can offer equal or better resistance to corrosion vs. stainless steel as long as standards are set forth. We are requesting that G40 minimum rated coated galvanized steel or 304 stainless steel be accepted for the passenger door stepwell. Both will offer exception corrosion protection and will meet the	Accepted: G40 minimum rated coated galvanized steel or 304 stainless steel for the entrance door stepwell. Use of dissimilar metals be limited as much as possible due to welding difficulties.

PAGE	SECTION	PARAGRAPH	SPECS BOILER PLATE	REQUEST FOR CHANGE. CLARIFICATION. ETC.	RESPONSE
Addendum #4	3.3.6.2.5		Entrance door framing	It is unclear as to what is actually required by addendum #4 when it makes reference to "extended/exposed door framing" being stainless steel. The framing that is in the wall which provides the rough in opening is not extended or exposed. They are totally encased by the exterior or interior wall material and are part of the total bus structure. There is no manufacturer of these types of buses that does the interior door surround framing in stainless steel. It is not exposed to any elements. So if this is what this section refers to we do not see anyone that can bid a bus built like this. Next for these types of buses, the entrance door assembly is typically pre-assembled and simply sets into the framed out opening. Some of these doors do have a flange that sets on the outside of the body which is exposed and secured with exposed fasteners. Others show no framing what so ever and is totally encased by wall panels and non corrosive trim pieces to cover the seams. We request that any exposed exterior trim be either powder coated stainless steel or aluminum which are both highly resistant to rust and will meet the warranty as specified for the doors.	Applies to LD Sections 3.3.6.2.7, 3.3.6.3.7, and 3.3.6.4.5. To clarify, there shall not be any structural door frame that extends or protrudes from the bus body that is exposed to the elements. Any door frame assemblies that extend from the bus body shall be completely enclosed by the body structure and roof shell assembly, and shall be integrated in such a manner so as to maintain the roof and body aerodynamic design. The structural door frame shall be considered part of the vehicle structure and meet the requirements of Section 3.2. However, any exposed exterior trim surrounding the door itself shall be powder coated stainless steel or aluminum and meet the warranty requirements of Section 5.3.4 and 5.3.5. A cushioned door header pad shall be provided on the inside, over the door and covered with upholstery material that matches the interior color scheme.
Addendum #4	3.3.6.3.7		Emergency door framing	It is unclear as to what is actually required by addendum #4 when it makes reference to "extended/exposed door framing" being stainless steel. The framing that is in the wall which provides the rough in opening is not extended or exposed. They are totally encased by the exterior or interior wall material and are part of the total bus structure. There is no manufacturer of these types of buses that does the interior door surround framing in stainless steel. It is not exposed to any elements. So if this is what this section refers to we do not see anyone that can bid a bus built like this. Next for these types of buses, the entrance door assembly is typically pre-assembled and simply sets into the framed out opening. Some of these doors do have a flange that sets on the outside of the body which is exposed and secured with exposed fasteners. Others show no framing what so ever and is totally encased by wall panels and non corrosive trim pieces to cover the seams. We request that any exposed exterior trim be either powder coated stainless steel or aluminum or anodized aluminum which are highly resistant to corrosion and will meet the warranty as specified for the doors.	Applies to LD Sections 3.3.6.2.7, 3.3.6.3.7, and 3.3.6.4.5. To clarify, there shall not be any structural door frame that extends or protrudes from the bus body that is exposed to the elements. Any door frame assemblies that extend from the bus body shall be completely enclosed by the body structure and roof shell assembly, and shall be integrated in such a manner so as to maintain the roof and body aerodynamic design. The structural door frame shall be considered part of the vehicle structure and meet the requirements of Section 3.2. However, any exposed exterior trim surrounding the door itself shall be powder coated stainless steel or aluminum and meet the warranty requirements of Section 5.3.4 and 5.3.5. A cushioned door header pad shall be provided on the inside, over the door and covered with upholstery material that matches the interior color scheme.
Addendum #4	3.3.6.4.5		Wheelchair lift door	It is unclear as to what is actually required by addendum #4 when it makes reference to "extended/exposed door framing" being stainless steel. The framing that is in the wall which provides the rough in opening is not extended or exposed. They are totally encased by the exterior or interior wall material and are part of the total bus structure. There is no manufacturer of these types of buses that does the interior door surround framing in stainless steel. It is not exposed to any elements. So if this is what this section refers to we do not see anyone that can bid a bus built like this. Next for these types of buses, the entrance door assembly is typically pre-assembled and simply sets into the framed out opening. Some of these doors do have a flange that sets on the outside of the body which is exposed and secured with exposed fasteners. Others show no framing what so ever and is totally encased by wall panels and non corrosive trim pieces to cover the seams. We request that any exposed exterior trim be either powder coated stainless steel or aluminum or anodized aluminum which are highly resistant to corrosion and will meet the warranty as specified for the doors.	Applies to LD Sections 3.3.6.2.7, 3.3.6.3.7, and 3.3.6.4.5. To clarify, there shall not be any structural door frame that extends or protrudes from the bus body that is exposed to the elements. Any door frame assemblies that extend from the bus body shall be completely enclosed by the body structure and roof shell assembly, and shall be integrated in such a manner so as to maintain the roof and body aerodynamic design. The structural door frame shall be considered part of the vehicle structure and meet the requirements of Section 3.2. However, any exposed exterior trim surrounding the door itself shall be powder coated stainless steel or aluminum and meet the warranty requirements of Section 5.3.4 and 5.3.5. A cushioned door header pad shall be provided on the inside, over the door and covered with upholstery material that matches the interior color scheme.

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Addendum #4	3.3.11.1.1		Under addendum #4 it was changed to require light intensity testing to be submitted with the bid.	Since the buses proposed under this bid have not been built at time of bid, there is no actual light test for the exact bus. Typically what is required is at bid time bidder is to self certify that proposed lighting will meet the criteria and that at the time the pilot bus is reviewed by procuring agency, an **actual test of the pilot is provided to show compliance with requirements.** We request this be amended to require bidder to self certify compliance of lighting requirements at time of bid with actual test report supplied to IDOT at pilot or first production review or as soon as the test report is available.	Accepted - test results provided with pilot or first production review or as soon as the test report is available, whichever is sooner.
Addendum #4	3.3.14.1.3		Under addendum #4 the BTU rating of the air conditioning system was changed. Originally it was "estimated" that the total combined BTU rating of the air conditioning system, to meet the performance specifications, would need to be 50,000 BTU minimum. Then the addendum changed it to be a required minimum of 75,000 BTU's.	The issue now is that you have two different requirements for the same thing. One is a performance requirement and the other is a BTU requirement. You can't have both. System needs to be complaint with one or the other. Typically if a performance spec is preferred then all bidders need to do is supply the system that will meet that criteria. In this case it may be possible to meet the performance criteria and not need a 75,000 BTU or dual compressor system. We request that any reference to minimum BTU's be removed and simply go with the performance specification.	To clarify Addendum 4: The BTU/hr references stated in this section are estimates; they are not hard-fast requirements. The system as configured shall, however, meet the performance requirements of this section. For the LD only, as stated in the specification, the system can use a single OEM compressor, but the single system shall have separate front and rear temperature and blower controls with switch locations subject to approval by the Procuring Agency prior to production.

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Addendum #4	3.3.14.3 and 3.3.14.3.5		Specifications were changed to require that test result for both heating and cooling test be submitted with the bid.	Since the actual units proposed will not have been built at time of bid, it is impossible to provide an actual test on the bus proposed. Typically at bid time bidders will self certify compliance with the bid requirements and then provide actual test of a pilot at time pilot is reviewed by procuring agency. We request that this be changed to require self certification at time of bid **with actual test report provided at time of pilot or first production bus review or as soon as the test result is available.**	Accepted. Self certification provided at time of bid with actual test report provided at time of pilot or first production review or as soon as the test report is available, whicever is sooner.

MEDIUM DUTY VEHICLE					
Addendum #4	3.2.10.1		Running board	On round one questions, we suggested that a minimum depth of 12" be added to assure an adequate size board. This was denied however it makes no sense to deny. Without minimum standard a narrow 6" board could be supplied and it will meet the specs. However it would be far from adequate to allow ample or safe step area. We request a minimum of 12" depth be required. This is not a proprietary request as all manufacturers can supply a 12" board that is totally functional and safe. On the current buses IDOT receives they have a 12" board and operators have made comment about how much they like them.	Min 10-inch running board accepted
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Addendum #4	3.3.6.2.5		Entrance door framing	It is unclear as to what is actually required by addendum #4 when it makes reference to "extended/exposed door framing" being stainless steel. The framing that is in the wall which provides the rough in opening is not extended or exposed. They are totally encased by the exterior or interior wall material and are part of the total bus structure. There is no manufacturer of these types of buses that does the interior door surround framing in stainless steel. It is not exposed to any elements. So if this is what this section refers to we do not see anyone that can bid a bus built like this. Next for these types of buses, the entrance door assembly is typically pre-assembled and simply sets into the framed out opening. Some of these doors do have a flange that sets on the outside of the body which is exposed and secured with exposed fasteners. Others show no framing what so ever and is totally encased by wall panels and non corrosive trim pieces to cover the seams. We request that any exposed exterior trim be either powder coated stainless steel or aluminum which are both highly resistant to rust and will meet the warranty as specified for the doors.	Applies to MD Sections 3.3.6.2.5, 3.3.6.3.7, and 3.3.6.4.5. To clarify, there shall not be any structural door frame that extends or protrudes from the bus body that is exposed to the elements. Any door frame assemblies that extend from the bus body shall be completely enclosed by the body structure and roof shell assembly, and shall be integrated in such a manner so as to maintain the roof and body aerodynamic design. The structural door frame shall be considered part of the vehicle structure and meet the requirements of Section 3.2. However, any exposed exterior trim surrounding the door itself shall be powder coated stainless steel or aluminum and meet the warranty requirements of Section 5.3.4 and 5.3.5. A cushioned door header pad shall be provided on the inside, over the door and covered with upholstery material that matches the interior color scheme.
Addendum #4	3.3.6.3.7		Emergency door framing	It is unclear as to what is actually required by addendum #4 when it makes reference to "extended/exposed door framing" being stainless steel. The framing that is in the wall which provides the rough in opening is not extended or exposed. They are totally encased by the exterior or interior wall material and are part of the total bus structure. There is no manufacturer of these types of buses that does the interior door surround framing in stainless steel. It is not exposed to any elements. So if this is what this section refers to we do not see anyone that can bid a bus built like this. Next for these types of buses, the entrance door assembly is typically pre-assembled and simply sets into the framed out opening. Some of these doors do have a flange that sets on the outside of the body which is exposed and secured with exposed fasteners. Others show no framing what so ever and is totally encased by wall panels and non corrosive trim pieces to cover the seams. We request that any exposed exterior trim be either powder coated stainless steel or aluminum or anodized aluminum which are highly resistant to rust and will meet the warranty as specified for the doors.	Applies to MD Sections 3.3.6.2.5, 3.3.6.3.7, and 3.3.6.4.5. To clarify, there shall not be any structural door frame that extends or protrudes from the bus body that is exposed to the elements. Any door frame assemblies that extend from the bus body shall be completely enclosed by the body structure and roof shell assembly, and shall be integrated in such a manner so as to maintain the roof and body aerodynamic design. The structural door frame shall be considered part of the vehicle structure and meet the requirements of Section 3.2. However, any exposed exterior trim surrounding the door itself shall be powder coated stainless steel or aluminum and meet the warranty requirements of Section 5.3.4 and 5.3.5. A cushioned door header pad shall be provided on the inside, over the door and covered with upholstery material that matches the interior color scheme.

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Addendum #4	3.3.11.1.1		Under addendum #4 it was changed to require light intensity testing to be submitted with the bid.	Since the buses proposed under this bid have not been built at time of bid, there is no actual light test for the exact bus. Typically what is required is at bid time bidder is to self certify that proposed lighting will meet the criteria and that at the time the pilot bus is reviewed by procuring agency, an **actual test of the pilot is provided to show compliance with requirements.** We request this be amended to require bidder to self certify compliance of lighting requirements at time of bid with actual pilot test report supplied to IDOT at time of pilot or first production review or as soon as test repot is available.	Accepted - test results provided with pilot or first production review or as soon as the test report is available, whichever is sooner.
Addendum #4	3.3.6.4.5		Wheelchair door framing	It is unclear as to what is actually required by addendum #4 when it makes reference to "extended/exposed door framing" being stainless steel. The framing that is in the wall which provides the rough in opening is not extended or exposed. They are totally encased by the exterior or interior wall material and are part of the total bus structure. There is no manufacturer of these types of buses that does the interior door surround framing in stainless steel. It is not exposed to any elements. So if this is what this section refers to we do not see anyone that can bid a bus built like this. Next for these types of buses, the entrance door assembly is typically pre-assembled and simply sets into the framed out opening. Some of these doors do have a flange that sets on the outside of the body which is exposed and secured with exposed fasteners. Others show no framing what so ever and is totally encased by wall panels and non corrosive trim pieces to cover the seams. We request that any exposed exterior trim be either powder coated stainless steel or aluminum or anodized aluminum which are highly resistant to corrosion and will meet the warranty as specified for the doors.	Applies to MD Sections 3.3.6.2.5, 3.3.6.3.7, and 3.3.6.4.5. To clarify, there shall not be any structural door frame that extends or protrudes from the bus body that is exposed to the elements. Any door frame assemblies that extend from the bus body shall be completely enclosed by the body structure and roof shell assembly, and shall be integrated in such a manner so as to maintain the roof and body aerodynamic design. The structural door frame shall be considered part of the vehicle structure and meet the requirements of Section 3.2. However, any exposed exterior trim surrounding the door itself shall be powder coated stainless steel or aluminum and meet the warranty requirements of Section 5.3.4 and 5.3.5. A cushioned door header pad shall be provided on the inside, over the door and covered with upholstery material that matches the interior color scheme.
Addendum #4	3.3.14.1.3		Under addendum #4 the BTU rating of the air conditioning system was changed. Originally it was "estimated" that the total combined BTU rating of the air conditioning system, to meet the performance specifications, would need to be 50,000 BTU minimum. Then the addendum changed it to be a required minimum of 75,000 BTU's.	The issue now is that you have two different requirements for the same thing. One is a performance requirement and the other is a BTU requirement. You can't have both. System needs to be complaint with one or the other. Typically if a performance spec is preferred then all bidders need to do is supply the system that will meet that criteria. In this case it may be possible to meet the performance criteria and not need a 75,000 BTU or dual compressor system. We request that any reference to minimum BTU's be removed and simply go with the performance specification.	To clarify Addendum 4: The BTU/hr references stated in this section are estimates; they are not hard-fast requirements. The system as configured shall, however, meet the performance requirements of this section. The requirement for dual compressor stands for MD vehicles.
Addendum #4	3.3.14.3 and 3.3.14.3.5		Specifications were changed to require that test result for both heating and cooling test be submitted with the bid.	Since the actual units proposed will not have been built at time of bid, it is impossible to provide an actual test on the bus proposed. Typically at bid time bidders will self certify compliance with the bid requirements and then provide actual test of a pilot at time pilot is reviewed by procuring agency. We request that this be changed to require self certification at time of bid **with actual test report provided at time of pilot or first production review or as soon as the test report is available..**	Accepted. Self certification provided at time of bid with actual test report provided at time of pilot or first production review or as soon as the test report is available, whicever is sooner.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	RESPONSE
Technical Specification IDOT Light-Duty Paratransit Vehicles					
1	11	1.5.1.1.2	Length	Request an overall length of 282" verses the 271"	Accepted
2	11	1.5.1.1.5	Height	Request an overheight of 119.5" verses the 117".	Accepted
3	17	2.2.5.1	Exhaust Sysytem	Request approval to tack weld in addition to clamps on slip joints. Exhaust is modified per Ford QVM.	Accepted
4	21	2.10.2	Fuel Fill	Please clarify that two keys shall be supplied and all vehicles keyed the same.	Locking type OEM gas cap with two keys shall be supplied (for each vehicle), with all vehicles keyed the same
5	22	2.11.4.1	Batteries	Please clarify if lid on stepwell configuration requires insulation.Techincally it's not a door. Please accept with top terminals on the batteries that the cables can run across the top of the batteries	Any stepwell battery compartment shall be electrically insulated to prevent the battery terminals from shorting - top of compartment for top post batteries, side for side post batteries
6	23	2.11.4.3	Disconnect switch	Request the switch be added back in. If a problem arises on the bus the power can not be shut off without discounting a master solenoid. What if a bus that has an issue needs to be moved. With a master disconnect the power to the bus can be disconnect with the flip of a switch and the problem isolated.	Accepted: If the vehicle is not already equipped with a system where the main ignition switch disconnects all passenger compartment electrical functions, then a dedicated switch shall be provided to separately disconnect passenger compartment electrical functions.
7	40	3.3.7.3	Windows	Request alternative configutration of mounting warning buzzer magnetic switchs to the top of window.	Accepted as long as all other requirements in this section remain
8	41	3.3.81	Insulation	Request standard batting insulation without sealed bags be above as an alternative configuration.	Accepted as long as insulation has a backing and is not loose
9	42	3.3.9.2	Interior Trim	Request that commercial grade padded vinyl material be deleted or at least clarify that walls and ceiling to be FRP/Metal and pads/headers trim be allowed to be the padded vinl. Padded vinyl can rip and tear unlike FRP/Metal.	Accepted: padded vinyl material is not allowed for walls and ceiling.
9	60	3.5.2.4	Wheel chair lift	Request yellow grips to be 6" long instead of 8".	Accepted

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	RESPONSE
10	56	3.3.22.4	Public Address System	Request removal of the bezel and grille for the exterior speaker. The exterior speaker is designed to be used without a bezel or grille.	Accepted
11	60	3.5.2.4	Wheel chair lift	Request yellow grips to be 6" long instead of 8".	Accepted - same as 3.5.2.4 above

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	RESPONSE
Technical Specification IDOT Medium-Duty Paratransit Vehicles					
1	11	1.5.1.1.2	Length	Request an overall length of 299" verses the 293"	Accepted
2	11	1.5.1.1.5	Height	Request an overheight of 119.5" verses the 117".	Accepted
3	17	2.2.5.1	Exhaust Sysytem	Request approval to tack weld in addition to clamps on slip joints. Exhaust is modified per Ford QVM.	Accepted per Ford QVM
4	21	2.10.2	Fuel Fill	Please clarify that two keys shall be supplied and all vehicles keyed the same.	Locking type OEM gas cap with two keys shall be supplied (for each vehicle), with all vehicles keyed the same
5	23	2.11.4.1	Batteries	Please clarify if lid on stepwell configuration requires insulation.Techincally it's not a door. Please accept with top terminals on the batteries that the cables can run across the top of the batteries	Any stepwell battery compartment shall be electrically insulated to prevent the battery terminals from shorting - top of compartment for top post batteries, side for side post batteries
6	23	2.11.4.3	Disconnect switch	Request the switch be added back in. If a problem arises on the bus the power can not be shut off without discounting a master solenoid. What if a bus that has an issue needs to be moved. With a master disconnect the power to the bus can be disconnect with the flip of a switch and the problem isolated.	Accepted: If the vehicle is not already equipped with a system where the main ignition switch disconnects all passenger compartment electrical functions, then a dedicated switch shall be provided to separately disconnect passenger compartment electrical functions.
7	41	3.3.7.3	Windows	Request alternative configutration of mounting warning buzzer magnetic switchs to the top of window.	Accepted as long as all other requirements in this section remain
8	41	3.3.81	Insulation	Request standard batting insulation without sealed bags be above as an alternative configuration.	Accepted as long as insulation has a backing and is not loose
9	43	3.3.9.2 (3.3.9)	Interior Trim	Request that commercial grade padded vinyl material be deleted or at least clarify that walls and ceiling to be FRP/Metal and pads/headers trim be allowed to be the padded vinl. Padded vinyl can rip and tear unlike FRP/Metal.	Accepted: padded vinyl material is not allowed for walls and ceiling.
10	56	3.3.22.4	Public Address System	Request removal of the bezel and grille for the exterior speaker. The exterior speaker is designed to be used without a bezel or grille.	Accepted
11	60	3.5.2.4	Wheel chair lift	Request yellow grips to be 6" long instead of 8".	Accepted