

**RFP #MOU\_TD\_2021\_02**  
**Addendum #1**

Date of Addendum: December 9, 2021

**NOTICE TO ALL POTENTIAL RESPONDENTS**

The Request for Proposals (RFP) is modified as set forth in this Addendum. The original RFP Documents and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the RFP. Respondent shall take this Addendum into consideration when preparing and submitting its Proposal.

<b>Request for Proposals</b>		
Item	Section	Description of Change
A.13	Fire Safety	This addendum adds an allowance for materials to meet FMVSS 302 instead of Docket 90. In instances on page 50 of the RFP, "in accordance with the Recommended Fire Safety Practices defined in FTA Docket 90, dated October 20, 1993," will be replaced with "in accordance with the Recommended Fire Safety Practices defined in FTA Docket 90, dated October 20, 1993, or with FMVSS 302."

<b>Questions and Responses</b>	
<i>The following questions and responses are provided as a matter of information to clarify issues raised about the RFP. To the extent that changes to the RFP are required based on the questions received, the RFP, Attachments, or Exhibits has been modified as noted above in the RFP section of this Addendum.</i>	
Item	Questions and Answers
1.	<p><u>Question:</u> Will MOU_TD/EZ-Rider accept a low floor cutaway bus with a floor that is sloped from front to back?</p> <p><u>Response:</u> Yes, EZ-Rider will accept</p>
2.	<p><u>Question:</u> We respectfully request the acceptance of our Passenger Entry Door opening. Our clear opening is 39" x 75". With entry assist handles on the door the width goes down to 35". Please accept our offering.</p> <p><u>Response:</u> Request is approved.</p>
3.	<p><u>Question:</u> We respectfully request the acceptance of "as built" manual including complete wiring diagrams to be accessible through our dealer portal.</p> <p><u>Response:</u> Request is approved</p>

4.	<p><u>Question:</u> We respectfully request a change in wording. This specification references FTA Docket 90 dated October 20,1993. This is a specification that is not commonly used in commercial cutaway buses. We request it be changed to FMVSS 302 a more commonly used tested specification.</p> <p><u>Response:</u> MOUTD will issue an addendum to add language that fire safety materials meet FMVSS 302 <u>or</u> FTA Docket 90. We do not, however, want to impede manufacturers who may be bidding based on the original FTA Docket 90 guidance by removing and replacing entirely.</p>
5.	<p><u>Question:</u> We respectfully request the acceptance of our standard 5 year/ 100,00-mile structural warranty in lieu of the requested 5 year/ 150,000-mile warranty.</p> <p><u>Response:</u> MOUTD is seeking a useful life of 5 years/150,000 miles in keeping with State and Federal guidance.</p>
6.	<p><u>Question:</u> In the spirit of this specification, we ask for the approval of our exhaust to exit the rear roadside of the bus.</p> <p><u>Response:</u> Request is approved</p>
7.	<p><u>Question:</u> Acceptance of the FORD OEM 240-Amp alternator</p> <p><u>Response:</u> Request is approved</p>
8.	<p><u>Question:</u> Request acceptance of our electrical panel located behind driver instead of located in the bulkhead.</p> <p><u>Response:</u> Request is approved</p>
9.	<p><u>Question:</u> Request acceptance of the LiquidSpring hydraulic kneeling suspension system.</p> <p><u>Response:</u> Request is approved</p>
10.	<p><u>Question:</u> Clarification on why the destination sign window must open. We respectfully request a solid front destination sign window that does not open. Access to the sign will be through the interior bulkhead. Please accept our offering.</p> <p><u>Response:</u> Destination sign window does not need to open. "Destination window" refers to front right-hand window of cab.</p>
11.	<p><u>Question:</u> Location of Egress Window Handles and Release Lever Operation Instructions: We respectfully request the location of the egress window handles to be on the bottom of the window on both the right- and left-hand side. Additionally, we request the window release lever operation instructions be printed on a decal that would be applied to the window. There is no room between the windows for these instructions. Please grant our request.</p> <p><u>Response:</u> Request is approved</p>
12.	<p><u>Question:</u> We respectfully request the acceptance of our Ford Braun Ramp dimensions. The dimensions are: 34" x 68" and provide a 1 :6 angle of approach when in the kneeling position.</p> <p><u>Response:</u> Request is approved</p>

13.	<p><u>Question:</u> We respectfully request the acceptance of Coosa Composites Blue Water 26 - 5/8" composite sub-floor.</p> <p><u>Response:</u> Request is approved</p>
14.	<p><u>Question:</u> Please accept our 14-gauge powder coated steel wheel housings with poly urea undercoating.</p> <p><u>Response:</u> Request is approved</p>
15.	<p><u>Question:</u> We respectfully request the acceptance of our layout drawings for entry, maneuvering, parking, and exiting of wheelchair passengers.</p> <p><u>Response:</u> Conditionally approved if wheelchair station size matches RFP requirements.</p>
16.	<p><u>Question:</u> The manual force required to operate the ARBOC Braun Spirit of Mobility- Ford ramp is 50 lbs. Please make a change to the specification and accept our ramp.</p> <p><u>Response:</u> MOUTD is seeking a manual ramp that requires around 20 lbs of force; 50 lbs is too great an increase.</p>
17.	<p><u>Question:</u> Requesting clarification on what the size of the w/c spaces are to be. Standard ADA dimensions are 30" x 48".</p> <p><u>Response:</u> MOUTD is seeking 30"x52" wheelchair stations to provide space for maneuverability.</p>
18.	<p><u>Question:</u> Requesting either a drawing or description of numbers and signs (sizes, colors, location, etc) that are to be applied to the exterior of the bus. Information will be needed to obtain a quote.</p> <p><u>Response:</u> MOUTD will provide general layout attached to this request (layout e-mailed with response to requests)</p>
19.	<p><u>Question:</u> Requesting to use a Freedman Shield Driver seat in place of Ford OEM Driver seat. We bring in our chassis without a driver seat, so to order a chassis with this seat would add additional lead time. Chassis are already in short supply due to microchip shortages.</p> <p><u>Response:</u> Request is approved</p>
20.	<p><u>Question:</u> Requesting clarification on: A farebox tamper cable shall be run from the farebox base area to the six-inch radio system enclosure. What is this radio enclosure and what is it used for? Where is this to be mounted? Do not find any other information in the specification asking for this.</p> <p><u>Response:</u> The vehicle should be wired for Genfare FastFare farebox. The cabling should connect to the electrical box.</p>
21.	<p><u>Question:</u> A farebox J1708 Circuit cable shall be run from the farebox base area to the internal destination sign area. Are we to supply and install the "internal destination sign"? What is the sign tied into? Do not find any other information in the specification asking for this.</p>

	<p><u>Response:</u> The vehicle should be wired for Genfare FastFare farebox. The cabling should connect to the electrical box.</p>
22.	<p><u>Question:</u> The vehicle is the only one on the market whose low floor purpose-built chassis undergoes a "hot dipped galvanization" process. This is the most superior form of corrosion resistance available for protecting steel from potential corrosion The hot bath alters the molecular structure of the steel creating self-healing properties. When the surface of the frame is nicked, interacts with oxygen in the air to heal the damaged area. Undercoating is not only unnecessary but is detrimental to the protection provided by our hot-dip process. Please see attached.</p> <p><u>Response:</u> MOUTS agrees that undercoating is not necessary with hot dip galvanization.</p>
23.	<p><u>Question:</u> We request approval of the Ram Promaster 3500 chassis with a GWVR of 9350. Due to construction and safety, the Frontrunner low floor bus does not need a heavier duty chassis to accommodate extra weight</p> <p><u>Response:</u> Due to operating conditions, MOUTD is seeking heavy duty; request is not approved.</p>
24.	<p><u>Question:</u> We request approval of the Ram Promaster 3500 chassis which is front wheel drive.</p> <p><u>Response:</u> Due to operating conditions, MOUTD has found rear-wheel drive to be best suited. Request is not approved.</p>
25.	<p><u>Question:</u> We request approval of a single, OEM AGM battery with a total of 800 CCA.</p> <p><u>Response:</u> Request is approved</p>
26.	<p><u>Question:</u> We request approval of the Ram Promaster 3500 front spring suspension and a Rear Air Suspension with Kneeling Suspension system establishes a smoother ride, more comfortable to the passengers and with the kneeling feature ground to step threshold is 10.75"</p> <p><u>Response:</u> Request is approved</p>
27.	<p><u>Question:</u> The vehicle has incorporated drip edges into the body design at the roof design so that water is channeled down the roof line draining at the rear of the vehicle away from all windows and doors.</p> <p><u>Response:</u> Request is approved</p>
28.	<p><u>Question:</u> FCA OEM mud flaps are contained on the front wheels while the rear wheel construction and design serves the purpose of a traditional mud flap while being integrated into the wheel well.</p> <p><u>Response:</u> Request is approved</p>
29.	<p><u>Question:</u> We request approval of a manually operated M-Power bifold ramp that folds and stows vertically inside the vehicle, eliminating maintenance issues due to debris being folded into the floor when the ramp is stowed. Ramp is tested to 2,400 lbs and rated to 800 lbs, measuring 34" x 63.5" with a ratio of 1:6.2 as measured from the door frame rather than the inside of the vehicle.</p> <p><u>Response:</u> Request is approved</p>

30.	<p><u>Question:</u> We request approval of our two-level, flat floor design.</p> <p><u>Response:</u> Request is approved</p>
31.	<p><u>Question:</u> We request you accept since RAM is a front wheel drive vehicle, there is no drive shaft.</p> <p><u>Response:</u> MOUTD is seeking rear-wheel drive. Request is not approved.</p>
32.	<p><u>Question:</u> Please clarify which model, color, and controller you would like provided.</p> <p><u>Response:</u> Hanover LED</p>
33.	<p><u>Question:</u> We request approval of the Hanover 72 x 10 side destination sign This is the size that will fit into our bus best.</p> <p><u>Response:</u> Request is approved</p>
34.	<p><u>Questions:</u> We request approval of our ADA compliant wheelchair tie-down space of 30"x48". One wheelchair position will have an extra set of slide 'n click pods to extend that position to 60" in lieu of 48".</p> <p><u>Response:</u> We have reviewed the seating layout and find that it does not provide the space for maneuverability that the operation is seeking. The request is not approved.</p>
35.	<p><u>Question:</u> Would EZ-Rider still accept a bid with exceptions?</p> <p><u>Response:</u> Yes, EZ-Rider has reserved the right to consider bids with exceptions.</p>

**END OF ADDENDUM**