

ADDENDUM # 1

IFB NO.V-1711 – Paratransit Cutaway Bus

May 24, 2017

Dear Prospective Bidders:

The purpose of this addendum is to answer questions for and make revisions in the above referenced Invitation for Bids (IFB). The following answers to questions and/or clarifications and revisions are hereby made part of the IFB and the ensuing contract.

All other provisions and requirements as originally set forth in the IFB, except as amended by an addendum, remain in full force and are binding.

The IFB requires that all bidders must appropriately acknowledge this addendum in their bid submittal. Failure to do so may render a bid nonresponsive and therefore disqualified.

Any questions related to this addendum shall be submitted in writing to najeem.ahmad@transdev.com. Failure by a Bidder to submit questions or request for information or changes by the questions due date shall constitute the Bidder's acceptance of all the terms, conditions and requirements set forth in the IFB.

Questions and Answers

Questions and answers are in the following pages.

Ref. Section	Question	NICE Bus's response
6.1.6	There is no 7 yr/ 250k mile Altoona Test only 7 yr 200k, please accept that in lieu of requested.	Subject to the FTA's bus testing requirements, the 7 year 200,000 miles bus test report is accepted.
6.2 Chassis Number 15	Please accept than an Orange Seat belt is not available from the OEM and changing the Driver's seat belt is not recommended, please accept the standard grey belt	Subject to the NYSDOT regulation, this request is approved.
6.3.8 Window Tint	Please accept our standard window tint of 31% in lieu of requested. The difference in tint is minimal, and will allow for better pricing to NICE	Subject to the NYSDOT regulation and in addition to the original requirements of the IFB, this request is approved.
6.5.1 Seats	Please clarify the desired seats, the specs refer to both 2 point and 3 point seatbelts. The specified Featherweight Fixed and BV Foldaway don't offer 3 point belts. Do you want these seats and 2 point belt or do you want the 3 point belt equivalent GO-ES Seat.	A 2-point seat belt for passenger's seat shall be provided.
6.6.2 Battery	Please accept the OEM Ford Batteries, in lieu of requested. They come on the chassis regardless and will be included in the cost, it will be more cost effective for nice to use these batteries, and then use the deep cycle batteries as a replacement.	Chassis OEM's standard dual batteries are acceptable.
6.6.2 Battery	Please accept the standard body power disconnect switch located in the battery compartment. This will shut down all of the Body electrical circuits. We can not offer a master battery disconnect switch that includes the chassis electrical systems as this violates FORD QVM.	Subject to an easy access of reaching the batteries' disconnect switch to turn the batteries' power on or off in less than ten (10) seconds, this request is approved.
6.7.1 Heating	Please accept our 60K BTU Rear Tower heater.	This request is only approved if the proposed system is installed in a Paratransit Cutaway Bus similar to the requirements of the IFB that has a proven service life in New York State.
6.8.2 Smart Drive	Can you please clarify the line item "Ignition Key Cylinder Wired" What exactly is required?	Wiring provisions for Smart Drive through the ignition. Smart Drive website is http://www.smartdrive.net/ . Further details may be discussed at the Pre-production meeting.

	When will an award be made? These are special order Ford chassis due to some of the requested equipment and we only have until early August to order 2017 Ford chassis. If an award will not be made by 8/1 we will need to quote 2018 chassis.	An award may be made in July 2017.
6.2 Item 17	The Ford E-450 chassis is not available with tilt and telescopic. Please accept tilt wheel only as an approved equal.	Chassis OEM's standard tilt only steering wheel is acceptable.
6.4.2	Is the Romeo Rim bumper required front and rear or rear only?	Bumpers as specified in the IFB shall be installed in the front and rear of the bus
6.5.1.1 H&I	Rigid back and reclining seats are both requested. Which should we supply?	All passenger seats shall have a rigid back.
6.5.1.1 G	3 point seat belts are not available with reclining seat backs. If recliners are required request only lap belts be provided.	A 2-point seat belt for passenger's seat shall be provided
6.3.6 B	Can we get a better idea of the branding that will be required so we can accurately quote the graphics? Also what does the rear of the bus look like? Do the stripes continue around the rear?	Colors are blue and orange as displayed in the pictures attached to this addendum.
6.3.5	<p>Our floor construction differs from what is specified in this section. Please accept our construction as stated below as an approved equal:</p> <p>Cross Members -- The floor cross members form the base structural support for the rest of the frame components. Our cross members are constructed of 14 gauge steel, formed to a capital "C" shape. Cross members over the fuel tank are made to provide the clearance needed to conform with FMVSS301, and include formed internal reinforcements welded in place for additional strength. All additional longitudinal and latitudinal structure is flush welded in place to form a one piece floor upon completion. Special yield strength materials are available on request at an additional cost.</p> <p>Steel "Hat Posts" – 1"x1"x4" run the length of the floor between cross members and are welded into place. This extremely strong form is used to weld our HSLA steel seat track in place.</p> <p>Steel C Channel – 1"x1.5" C channel is welded in between cross members the full length of the floor in 5 places. Coupled with the Hat Posts this provides a one-piece strong "ladder" type frame for the</p>	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.

	<p>flooring.</p> <p>Seat Track – 12 gauge roll formed high strength/low alloy steel is wire welded in place for seat mounting down each side of the bus, with lengths predicated on the floor plan chosen. This is yet another stiffener in our extensive construction process.</p> <p>Structural Steel Angle – 1/8” thick 1.5” x 2.5” structural steel angle is used the full perimeter length of each floor assembly, welded to the ends of all floor cross members. This provides not only a flat plane for joining the sidewall assembly, but also ties all cross members together and provides additional side impact resistance.</p> <p>Additional structure – When adding vertical stanchions, wheel chair lifts and/or tie down options, additional structure is welded into the floor at locations specified by our engineering department on CAD drawings.</p> <p>A flat floor will be provided per the bid requirements.</p>	
6.3.6 FINISH AND COLOR	CLARIFICATION: DOES TRANSDEV WANT PAINT TO INCLUDE ROOF, DOOR JAMS, AND REAR OF THE BUS? IT IS UNCLEAR FROM SAMPLE ON PAGE 72.	Buses shall be the Chassis' OEM standard white paint. Body shall match the chassis OEM's standard white paint color.
6.4.2 BUMPERS	CLARIFICATION: DOES TRANSDEV WANT THE ROMEO RIM HELP BUMPER ON THE FRONT BUMPER, REAR BUMPER, OR BOTH?	Bumpers as specified in the IFB shall be installed in the front and rear of the bus.
6.5.1 PASSENGER SEATS	CLARIFICATION: DOES TRANSDEV WANT THE PASSENGER SEATS EQUIPPED WITH UNDER SEAT RETRACTABLE SEAT BELTS OR 3-POINT SEAT BELTS? BOTH ARE MENTIONED.	A 2-point seat belt for passenger's seat shall be provided.
6.5.1.1 FIXED SEAT REQUIRED	CLARIFICATION: DOES TRANSDEV WANT RIGID BACK REST ON THEIR PASSENGER SEATS OR RECLINERS? BOTH ARE MENTIONED.	All passenger seats shall have a rigid back.
6.7.3 FAST ENGINE IDLE	CLARIFICATION: DOES TRANSDEV WANT AN AUTOMATIC FAST IDLE OR ONE THAT IS CONTROLLED BY A SWITCH? BOTH ARE MENTIONED IN THIS SECTION AND THERE IS A SIGNIFICANT PRICE DIFFERENCE BETWEEN THE TWO.	Automatic fast idle switch shall be provided.

6.3.2 BODY STRUCTURE	QUESTION: DOES TRANSDEV WANT THE SIDEWALLS AND SKIRTS IN FIBERGLASS INSTEAD OF ALUMINUM SKINS FOR EXTRA ANTI-CORROSION?	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life and warranty requirements, either fiberglass or aluminum sidewalls shall be provided.
6.3.6 FINISH AND COLOR	REQUEST: PLEASE PROVIDE "NICE BRANDED COLORS"	Colors are blue and orange as displayed in the pictures attached to this addendum.
6.3.7 DECALS AND PLACARDS	REQUEST: PLEASE PROVIDE LARGER, MORE COMPLETE RENDERING WITH PAINT COLOR CODES.	Bus color shall be the Chassis' OEM standard white color. Body shall match the chassis OEM's standard white paint color. Graphics shall be wrapped and not painted. Wrapped graphics color codes are: Blue PMS 541c and Orange PMS 173c.
6.2 CHASSIS	EXCEPTION: VALVE STEMS WILL ONLY BE INSTALLED ON INNER DUAL WHEELS.	Extenders are required for inner dual wheels.
6.2 CHASSIS	EXCEPTION: STEERING WHEEL WILL NOT BE TELESCOPIC. THIS IS NOT AVAILABLE FROM FORD.	Chassis OEM's standard tilt only steering wheel is acceptable.
6.2 CHASSIS	EXCEPTION: BACK UP CAMERA WILL NOT BE FROM OEM. BACK UP CAMERA WILL BE FROM ROSCO VISION SYSTEMS.	In instance where chassis OEM does not include backup camera, other industry standard backup camera, meeting the IFB specifications, is acceptable.
6.3.2 BODY STRUCTURE	EXCEPTION: INSULATION WILL BE MANUFACTURER'S STANDARD BEAD BOARD INSULATION AND WILL NOT BE FOAMED IN PLACE.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.
6.3.2 BODY STRUCTURE	EXCEPTION: INTERIOR SIDEWALLS WILL BE MANUFACTURER'S STANDARD FIBERGLASS REINFORCED PLASTIC.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.
6.3.2 BODY STRUCTURE	EXCEPTION: SIDEWALL PANELS WILL NOT BE PRIMED ON BOTH SIDES. SIDEWALL STRUCTURE WILL BE FULLY PRIMED.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.
6.3.2 BODY STRUCTURE	EXCEPTION: BODY WILL NOT BE FREE OF ALL VISIBLE FASTNERS, BUT WILL HAVE AS FEW VISIBLE FASTNERS AS POSSIBLE.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.

6.3.3 FRAME STRUCTURE	EXCEPTION: BUS WILL NOT HAVE FRONT TOW HOOKS. THIS IS AGAINST FORD QVM.	Only two (2) rear tow hooks shall be provided.
6.3.3 FRAME STRUCTURE	EXCEPTION: BODY FRAME STRUCTURE WILL BE MANUFACTURER'S STANDARD CONSISTING OF 36,000lb PSI YIELD STEEL. SEE ATTACHED DOCUMENT LABELED EC STRUCTURAL SUMMARY FORD.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.
6.3.5 FLOOR	EXCEPTION: FLOOR STRUCTURE STRUCTURE WILL BE MANUFACTURER'S STANDARD CONSISTING OF 36,000lb PSI YIELD STEEL. SEE ATTACHED DOCUMENT LABELED EC STRUCTURAL SUMMARY FORD.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.
6.3.7 DECALS AND PLACARDS	EXCEPTION: INTERIOR AND EXTERIOR DECALS LISTED ON PAGE 73 WILL BE MANUFACTURER'S STANDARD SIZE. DECALS LISTED ON PAGE 74 WILL BE MANUFACTURER'S STANDARD MATIERALS AND WILL VARY DEPENDING ON LOCATION AND DECAL TYPE.	The specifications for interior and exterior decals listed in the referenced sections of the IFB are currently used in NICE Bus Paratransit fleet and therefore the new buses shall maintain the same standard.
6.3.9.1 AMBULATOR Y PASSENGER ENTRY DOOR.	EXCEPTION: ENTRY DOOR WILL BE SINGLE ANODIZED ALUMINUM AND USE OEM STANDARD STAINLESS SCREWS.	Subject to the applicable NYSDOT requirements, a single anodized aluminum with use of the equipment OEM standard stainless screws for the Ambulatory Passenger Entry Door is acceptable.
6.3.9.2 WHEELCHAIR LIFT ACCESS DOOR	EXCEPTION: LIFT DOORS BE MANUFACTURER'S STANDARD CONFIGURATION CONSISTING OF (2) POINT LATCH AND LOCKING DOOR HANDLE.	Subject to the applicable NYSDOT requirements, a two (2) point latch and locking door handle for the Wheelchair Lift Access Door is acceptable.
6.3.9.3 EMERGENCY DOOR	EXCEPTION: EMERGENCY DOOR WILL BE MANUFACTURER'S STANDARD DESIGN UTILIZING A PIANO HINGE AND CHAIN.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, and the IFB's bus proven service life requirement, this request is approved.
6.3.10.1 LIFT SYSTEM	EXCEPTION: THERE WILL NOT BE AN INTERIOR LATCH TO LOCK AND UNLOCK THE WHEELCHAIR LIFT. THIS IS NOT OFFERED BY BRAUN.	Subject to the applicable NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, the IFB Section 6.3.10.1, aa, requirement for "A interior handle to manually lock and unlock the wheel chair lift shall be provided" is deleted.
6.4.1 EXTERIOR LIGHTING	EXCEPTION: OEM FRONT TURN SIGNALS WILL NOT BE LED. WILL BE FORD STANDARD.	Chassis OEM's standard turn signal indicators are acceptable.

6.6.2 BATTERY	EXCEPTION: BUS BATTERIES WILL BE OEM BATTERIES FROM FORD. MANUFACTURER WILL NOT INSTALL GROUP 31 BATTERIES.	Chassis OEM's standard dual batteries are acceptable.
6.6.2 BATTERY	EXCEPTION: MANUFACTURER CANNOT GUARANTEE PURCHASE DATE OF 120 FROM DATE OF VEHICLE PRODUCTION FOR BUS BODY BATTERIES AS THEY WILL BE COMING FROM FORD AND WE HAVE NO CONTROL OF WHEN FORD PURCHASES BATTERIES.	The battery purchase date requirement is waived for chassis OEM standard batteries.
6.6.2 BATTERY	EXCEPTION: THE MASTER BATTERY DISCONNECT SWITCH WILL BE LOCATED ON DRIVER'S SEAT PEDESTAL WITHIN EASY REACH OF THE DRIVER. SWITCH WILL DISCONNECT BUS BODY ELECTRICAL SYSTEMS ONLY. WILL NOT DISCONNECT CHASSIS ELECTRICAL SYSTEM. THIS IS AGAINST FORD QVM.	Subject to an easy access of reaching the batteries' disconnect switch to turn the batteries' power on or off in less than ten (10) seconds, this request is approved.
6.6.3 WIRING	EXCEPTION - WIRES WILL BE COLOR AND FUNCTION CODED. THEY WILL NOT BE NUMBERED. FUNCTION CODING REPLACED NUMBER CODING BECAUSE IT IS MUCH EASIER TO FIND WIRES WITH THE FUNCTION PRINTED RIGHT ON THEM INSTEAD OF HAVING TO CROSS REFERENCE A NUMBER CODE ON A LEGEND. NUMBER CODING IS NOT NECESSARY WHEN FUNCTION CODING IS USED.	Subject to the applicable SAE Standards, NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, this request is approved.
6.6.3 WIRING	EXCEPTION: WIRING WILL SUPPORTED BY BOTH P-CLAMPS AND WIRE TIES. WIRES WILL NOT BE RAN SEPERATELY FROM HEATER HOSES. THIS IS AN INDUSTRY STANDARD.	Subject to the applicable SAE Standards, NYSDOT, FMVSS, NHSTA, ADA, OSHA, and other regulatory requirements, this request is approved.
6.19 WARRANTY PROVISIONS	EXCEPTION: WARRANTY WILL BE MANUFACTURER'S STANDARD 3 YEARS 36K MILES BUMPER TO BUMPER WARRANTY. ALL SUB-COMPONENTS WILL BE UNDER OEM WARRANTIES.	Extended warranties are generally available through third parties.

(End of Addendum)

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NASSAU INTER-COUNTY EXPRESS



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ALLIANCE  BUS

EMERGENCY EXIT

THIS VEHICLE STOPS AT
RAILROAD CROSSINGS

THIS VEHICLE
DOES NOT TURN ON RED



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NASSAU INTER-COUNTY

US30T-500
N1500T-5
Owned by
Operated by