



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
600 Fifth Street, NW, Washington, DC 20001-2651

**AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT**

1. AMENDMENT/MODIFICATION AM No. 010		2. EFFECTIVE DATE (Same as block 17)	
3. ISSUED BY PURCHASING SECTION Benjamin Kpadeh JGB – 3 <sup>rd</sup> Floor 3C-02 Office of Procurement and Materials		4. ADMINISTERED BY (If other than block 3)	
5. CONTRACTOR NAME AND ADDRESS  [Contractor Name] Attn: [Contact Name] [Address Line] [Address Line 2] [City], [State] [Zip+4]  <small>(Street, city, county, state, and Zip Code)</small>		6. FORM TYPE <small>(Check only one)</small> <input checked="" type="checkbox"/> AMENDMENT OF SOLICITATION NO. <u>FQ18001/BTK</u> DATE <u>12/22/2017</u> <small>(See block 7)</small>  <input type="checkbox"/> MODIFICATION OF CONTRACT/ORDER NO. _____ DATE _____ <small>(See block 9)</small>	
<p><b>7. THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS</b></p> <p><input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in block 10. The hour and date specified for receipt of question <u>  </u> is extended, <input type="checkbox"/> is not extended. Offerors must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation, or as amended, by one of the following methods; (a) By signing and returning <u>ONE (1)</u> copy of this amendment; (b) by acknowledging receipt of this amendment on each copy of the offer submitted; or (c) by separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE ISSUING OFFICE PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If, by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided such telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p>			
8. ACCOUNTING AND APPROPRIATION DATA (If required)			
<p><b>9. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS</b></p> <p><input type="checkbox"/> This Change Order is issued pursuant to _____ The Changes set forth in block 10 are made to the above numbered contract/order.</p> <p><input type="checkbox"/> The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data, etc.) set forth in block 10.</p> <p><input type="checkbox"/> This Supplemental Agreement is entered into pursuant to authority of _____ It modifies the above numbered contract as set forth in block 10.</p>			
<p><b>10. DESCRIPTION OF AMENDMENT/MODIFICATION</b></p> <p>AMENDMENT NUMBER 010 (AM 010) IS FOR RFP FQ18001/BTK - 40 FOOT / 60 FOOT CLEAN DIESEL AND 40 FOOT / 60 FOOT COMPRESSED NATURAL GAS (CNG) BUS RAPID TRANSIT (BRT) STYLE HEAVY DUTY BUSES. THE CHANGE TO RFP FQ18001/BTK IS TO REPOST REVISED RESPONSE TO QUESTIONS RECEIVED FROM PROSPECTIVE OFFERORS FOR THE REVISED TECHNICAL SPECIFICATION DATE OCTOBER 20, 2017 POSTED WITH AMENDMENT 04. REVISED RESPONSES ARE IN RED. <b>THE REVISED RFP FQ18001/BTK PART 2 OF 2 TECHNICAL SPECIFICATION DATED OCTOBER 20, 2017 SUPERSEDE PREVIOUS RFP FQ18001/BTK PART 2 OF 2 TECHNICAL SPECIFICATION DATED AUGUST 30, 2017; THEREFORE, QUESTIONS RECEIVED RELATED TO RFP FQ18001/BTK PART 2 OF 2 DATED AUGUST 30, 2017 WILL NOT BE ANSWERED.</b> END OF AMENDMENT 010</p>			
11. <input checked="" type="checkbox"/> CONTRACTOR/OFFEROR IS REQUIRED TO SIGN THIS MODIFICATION AND RETURN <u>ONE (1)</u> COPY TO ISSUING OFFICE.		11. <input type="checkbox"/> CONTRACTOR/OFFEROR IS NOT REQUIRED TO SIGN THIS DOCUMENT	
12. NAME OF CONTRACTOR/OFFICE BY _____ <small>(Signature of person authorized to sign)</small>		15. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY BY <small>(Signature of Contracting Officer)</small>	
13. NAME AND TITLE OF SIGNER (Type or print)	14. DATE SIGNED	16. NAME OF CONTRACTING OFFICER (Type or print) Lisa D. Dunlap	17. DATE SIGNED <u>12/22/17</u>

**THE REVISED RFP FQ18001/BTK PART 2 OF 2 TECHNICAL SPECIFICATION DATED OCTOBER 20, 2017 SUPERSEDE PREVIOUS RFP FQ18001/BTK PART 2 OF 2 TECHNICAL SPECIFICATION DATED AUGUST 30, 2017; THEREFORE, QUESTIONS RECEIVED RELATED TO RFP FQ18001/BTK PART 2 OF 2 DATED AUGUST 30, 2017 WILL NOT BE ANSWERED.**

The changes made in RFP No. FQ18001 Part 1 of 2 were made on the following pages of RFP FQ18001/BTK:

1. Page 42 (Price Schedule Sheet)
2. Page 44 (Requirements Contract)
3. Page 144
  
4. **Attached is response to Issued ID 56 (TS 44.5 Normal Bus Operation Instrumentation and Control), TS-127 to TS-140 (The Nova Bus offers a control and instrumentation panels which has variations from the specifications as listed in Tables from TS 44.5. Please refer to RFA-Question 43 attachment for all details about Nova Bus instruments and alarm configuration.)**

PRICE SCHEDULE 60 FT ARTICULATED BUSES

Continuation

*ESTIMATED NTP DATES and DELIVERY DATES FOR 60FT ARTICULATED BUSES ORDERED*

	<u>NTP DATE</u>	<u>DELIVERY DATE</u>
<b>Base Award Year (FY 2019)</b>		
<b>** (ADDITIONAL BUSES - 10 CLEAN DIESEL)</b>	July 2018	Feb – June 2019
<b>Option Year 1 (FY 2020)</b>		
<b>22 CNG</b>	July 2019	Feb – June 2020
<b>** (ADDITIONAL BUSES - 10 CLEAN DIESEL)</b>	July 2019	Feb – June 2020
<b>Option Year 2 (FY 2021)</b>		
<b>22 CNG</b>	July 2020	Feb – June 2021
<b>** (ADDITIONAL BUSES - 10 CLEAN DIESEL)</b>	July 2020	Feb – June 2021
<b>Option Year 3 (FY 2022)</b>		
<b>** (ADDITIONAL BUSES - 10 CLEAN DIESEL)</b>	July 2021	Feb – June 2022
<b>Option Year 4 (FY 2023)</b>		
<b>** (ADDITIONAL BUSES - 10 CLEAN DIESEL)</b>	July 2021	Feb – June 2023

\*\*Option items are contingent upon availability of funding

6. **The Authority reserves the right to increase or decrease the quantity of buses in any line item(s) by up to fifteen percent (15%) with no adjustment in pricing. If the contract quantity vary more than fifteen percent (15%) contractor may request an adjustment.**
7. Additional assemblies/components in the base proposal and in the Option shall be listed by major component/set with accessories/sub-sets and each element individually priced where specified. For example, the Electronic Destination sign programming and erasing equipment, consists of a terminal, and/or a programmer (MTU) and an eraser. They should be listed and priced as a set, and as individual pieces, (a price for the terminal, the MTU and one for the eraser).
8. Any "Brand Name or Equal" component listed in the General Specifications must: (a) comply with solicitation instruction, (b) items not meeting the brand name requirement must be listed as an "or equal" item as an attachment to the price schedule in the format shown below.

**RFP SOLICITATION INSTRUCTIONS**

**1. INTRODUCTION**

- (a) The Authority seeks to award a contract for 40 Foot /60 Foot Compressed Natural Gas (CNG) Bus Rapid Transit (BRT) Style Heavy Duty Transit Buses. To that end, it is issuing this Request for Proposals (RFP) to solicit proposals from qualified firms and individuals who can satisfy the requirements described herein.
- (b) Since this is a Best Value solicitation, award of a Contract hereunder shall be to the offeror whose proposal provides the best overall value to the Authority, based upon application of the evaluation criteria set forth in herein.
- (cd) **BEST VALUE:** The Authority contemplates award of a Firm Fixed price with Economic Price Adjustment contract. Unless otherwise specified in the Price Schedule, the Authority reserves the right to make multiple awards pursuant to this solicitation.
- (d) **REQUIREMENTS CONTRACT. This is a requirements Contract. The Authority reserves the right to increase or decrease the quantity of buses in any line item(s) by up to fifteen percent (15%) with no adjustment in pricing. If the contract quantity vary more than fifteen percent (15%) contractor may request an adjustment. The Contractor and WMATA shall negotiate the price adjustment.**  
~~A requirements Contract provides the Contractor with both the legal right and the legal duty to supply goods and/or services in an amount that is determined by WMATA's needs, rather than by a fixed quantity. Offerors are advised that the quantities of supplies and/or services specified in the Price Schedule are estimates only, included for purposes of price evaluation and in order to provide information to assist offerors in formulating their proposals. While they represent the Authority's best such estimate as of the time of the solicitation, they do not constitute a commitment on the part of the Authority to procure supplies or services at the estimated level.~~
- (e) In the event that the Contractor is unable or otherwise fails to provide goods or services within the time frames required in this Contract, the Authority reserves the right to procure them from any other source and in any other manner it deems appropriate. Nothing contained herein shall be deemed to waive, modify or impair the Authority's right to treat such failure as a material breach of the Contractor's obligations pursuant to the "Default" article under this Contract, or to pursue any other remedy to which the Authority may be entitled pursuant to this Contract, at law or in equity.
- (f) **INDEFINITE QUANTITY**  
**Not Applicable to this RFP.**

**2. GOODS TO BE FURNISHED/SERVICES TO BE SUPPLIED**

In preparing their proposals, offerors are advised that:

- (a) If "services" are to be performed pursuant to this solicitation, they must be provided in all respects as specified in the Contract and include the services to be furnished, together with any labor, materials or other work necessary for satisfactory and complete performance.

- (3) This Contract is for dismantling, demolition, or removal of improvements.
- (b) When it is determined that a performance bond is required, the Contractor shall be required to obtain performance bonds, as follows:
- (1) The penal amount of performance bonds shall be one ~~hundred-twenty-five~~ percent (~~100%~~25%) of the original Contract price, unless WMATA determines that a lesser amount would be adequate for its protection.
- (2) WMATA may require additional performance bond protection when the Contract price is increased. The increase in protection shall generally equal one ~~hundred-twenty-five~~ percent (25%~~100%~~) of the increase in Contract price. WMATA may secure additional protection by directing the Contractor to increase the penal amount of the existing bond or to obtain an additional bond.
- ~~(c) If applicable a payment bond is required only when a performance bond is required, and if the use of payment bond is in WMATA's interests. When it is determined that a payment bond is required, the Contractor shall be required to obtain payment bonds as follows:~~
- ~~(1) Fifty percent (50%) of the Contract price, if it is not more than \$1,000,000;~~
- ~~(2) Forty percent (40%) of the Contract price, if it is more than \$1,000,000, but not more than \$5,000,000; or~~
- ~~(3) Two and one half million (\$2,500,000), if the Contract price is increased.~~
- ~~(d) Advance Payment Bonding Requirements. The Contractor may be required to obtain an advance payment bond, if the Contract contains an advance payment provision and a performance bond is not furnished. WMATA shall determine the amount of the advance payment bond necessary to protect it.~~
- ~~(d) Patent Infringement Bonding Requirements (Patent Indemnity). The Contractor may be required to obtain a patent indemnity bond, if a performance bond is not furnished and the financial responsibility of the Contractor is unknown or doubtful. WMATA shall determine the amount of the patent indemnity required to protect it.~~
- (f) *Warranty of the Work and Maintenance Bonds.* The Contractor warrants to WMATA, the architect and/or engineer that all materials and equipment furnished under this Contract will be of highest quality and new, unless WMATA specifies otherwise, free from faults and defects and in conformance with the Contract. All work not conforming to these standards shall be considered defective. If required by the Project Manager, the Contractor shall furnish satisfactory evidence as to the kind and quality of materials and equipment.
- (1) The work furnished must be of first quality and the workmanship must be the best obtainable in the various trades. The work must be safe, substantial and durable in all respects. The Contractor hereby guarantees that the work will not contain defective materials or faulty workmanship for a minimum period of one (1) year after final payment by WMATA. The Contractor shall replace or repair any defective materials or equipment or faulty workmanship during

## BUS OPERATION INSTRUMENTATION AND CONTROLS

Page: TS-127 to TS-130

WMATA RFP REQUIREMENTS					approved equal (if different from RFP)	
Device	Description	Location	Function	Visual/Audible		
Drive selector	Touch panel switch	Side console	Provides selection of propulsion: forward, reverse, and neutral	Gear selection	The Proposer wishes to clarify that the location of this device is in the dash left wing.	<b>APPROVED</b>
HVAC	Fully automatic. No switch required in driver's area.				The Proposer offers a switch to control HVAC (Permits selection of passenger ventilation: off, cool, heat, low fan, high fan or full auto with on/off only). The location of this device is in the overhead switch panel.	<b>NOT APPROVED</b>
Driver's ventilation	Rotary, three-position detent	Side console or dash left wing	Permits supplemental ventilation: fan off, low, or high		The Proposer wishes to clarify that the location of this device is in the overhead switch panel.	<b>APPROVED</b>
Defroster temperature	Auto only	Side console or dash left wing	Adjusts defroster water flow and temperature control with main HVAC (TK or MCC) unit		The Proposer offers variable position to adjust defroster water flow and temperature. The location of this device is in the dash right wing.	<b>APPROVED</b>
Dash panel lights	Rotary rheostat or stepping switch	Side console or dash left wing	No adjustment for light intensity in night run position for driver.		The Proposer wishes to clarify that according to the FMVSS regulation the light intensity must be adjustable to provide at least two levels of brightness.	<b>APPROVED</b>
Interior lights	Three-position switch	Side console	Selects mode of passenger compartment lighting: off, on, or normal		The Proposer wishes to clarify that the location of this device is in the overhead switch panel.	<b>APPROVED</b>
WC ramp/kneel enable	Two-position switch <sup>1</sup>	Side console or dash right wing	Permits operation of ramp and kneel operations at each door remote panel	Amber light	The Proposer wishes to clarify that this option is not offered.	<b>APPROVED</b>
Front door ramp/kneel enable	Two-position keyed switch <sup>1</sup>	Front door remote or dash right wing	Permits ramp and kneel activation from front door area, key required <sup>1</sup>	Amber light	The Proposer wishes to clarify that the location of this device is in the dash right wing. This switch is protected by a red cover and is used to deactivate the ramp and the kneeling system.	<b>APPROVED</b>

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Front door ramp	Three-position momentary switch	Right side of steering wheel	Permits deploy and stow of front ramp	Red light	The Proposer offers amber light indicator. The location of this device is in the dash right wing.	<b>APPROVED</b>
Front kneel	Three-position momentary switch	Front door remote	Permits kneeling activation and raise and normal at front door remote location	Amber or red dash indicator; exterior alarm and amber light	The Proposer offers an amber light indicator with an exterior alarm. The location of this device is in the dash right wing.	<b>APPROVED</b>
Street Side mirror	Manual mirror				The Proposer offers a two position toggle type to control the street side mirror. The location of this device is in the side console.	<b>APPROVED</b>
Mirror heater	Temperature activated		Permits heating of outside mirrors when required		The Proposer wishes to clarify that the mirror heater can be activated by a switch.	<b>APPROVED</b>
High beam	Detented push button	In left foot panel	Permits driver to toggle between low and high beam	Blue light	The Proposer wishes to clarify that the location of this device is in the steering column.	<b>NOT APPROVED</b>

Indicator/ alarm test button	Momentary switch or programming <sup>1</sup>	Dash centre panel	Permits driver to activate test of sentry, indicators and audible alarms	All visuals and audibles	The proposer doesn't offer a dedicated Switch but test can be done via the maintenance menu of the speedometer display.	<b>NOT APPROVED</b>
Auxiliary power	110V power receptacle	Inside SDS cabinet	Property to specify what function to supply		The Proposer doesn't offer an auxiliary power receptacle in order to not excessively drain the batteries.	<b>NOT APPROVED</b>
Air pressure gauge	Primary and secondary, 5-psi increments	Dash centre panel	Visual indication of primary and secondary air systems	Red light and buzzer	The Proposer offers continuous buzzer with red light indicator only when the air pressure is low. The air pressure increment is 10 psi.	<b>APPROVED</b>

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Engine coolant indicator	Low coolant indicator may be supplied as audible alert and visual and/or text message	Within driver's sight	Detects low coolant condition	Separate indicator for each system	The Proposer offers amber light with master gauge message and 3 seconds buzzer.	<b>NOT APPROVED</b>
Hot engine indicator	Coolant temperature indicator may be supplied as audible alert and visual and/or text message	Stop Engine Light	Detects hot engine condition and initiates time delay shutdown	Red light	The Proposer offers amber light indicator with master gauge message	<b>NOT APPROVED</b>
Low engine oil pressure indicator	Engine oil pressure indicator may be supplied as audible alert and visual and/or text message	Stop Engine Light	Detects low engine oil pressure condition and initiates time-delayed shutdown	Red light	The Proposer offers red light indicator with master gauge message and continuous buzzer.	<b>NOT APPROVED</b>
ABS indicator	Detects system status	Dash centre	Displays system failure	Amber light	The Proposer offers an amber light indicator with 3 seconds buzzer	<b>NOT APPROVED</b>
HVAC indicator	Detects system status	Dash centre	Displays system failure	Amber or red light	The Proposer offers an amber light indicator with 3 seconds buzzer.	<b>NOT APPROVED</b>
Charging system indicator (12/24 V)	Detect charging system status	Dash centre	Detects no charge condition and optionally detects battery high, low, imbalance, no charge condition, and initiates timedelayed shutdown	Red light flashing or solid based on condition	The Proposer offers red light indicator with 3 seconds buzzer.	<b>NOT APPROVED</b>
DEF gauge	Level Indicator	Dash centre	Displays level of DEF tank and indicates with warning light when low	Red light	The Proposer offers an amber light.	<b>NOT APPROVED</b>
Active regeneration	Detects status	Dash centre	Indication of electric regeneration	Amber or red light	The Proposer offers an amber light indicator.	<b>APPROVED</b>

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WMATA RFP REQUIREMENTS		Clarification	
Function	Standard Behavior / Operating Notes		
Side Mounted Signal Lights	<ul style="list-style-type: none"> <li>• Located fore and aft of front and rear wheel locations</li> <li>• Amber in color</li> <li>• Four lights per side</li> <li>• Dual intensity LED lights</li> <li>• High intensity operation follows turn signals and hazard operation</li> <li>• Low intensity follows N/P switch positions</li> </ul>	The Proposer wishes to clarify that the mounted signal lights have only one intensity.	<b>NOT APPROVED</b>
Mirror mounted signal lights	<ul style="list-style-type: none"> <li>• Amber signal lights</li> <li>• Mounted on forward face of outside rearview mirrors</li> <li>• Master switch in Day run:                             <ul style="list-style-type: none"> <li>o Lights follow turn signal and hazard operation, side for side.</li> </ul> </li> <li>• Master switch in Night run:                             <ul style="list-style-type: none"> <li>o Lights on steady</li> <li>o If turn signal or hazard activated, lights follow signal lamps side for side, then return to steady on when signals released.</li> </ul> </li> <li>• Master switch in Park:                             <ul style="list-style-type: none"> <li>o Lights on steady</li> </ul> </li> </ul>	The Proposer wishes to clarify that the mirror mounted signal lights are installed on the side .	<b>NOT APPROVED</b>
Engine Compartment Warning Lights	<ul style="list-style-type: none"> <li>• Flash with hazard lights if active.</li> </ul>	The proposer doesn't offer warning lights in the engine compartment.	<b>NOT APPROVED</b>
Driver's light	<ul style="list-style-type: none"> <li>• On with switch in side console</li> <li>• D/N/P switch positions</li> </ul>	The Proposer wishes to clarify that the location of this switch is in the overhead switch panel.	<b>APPROVED</b>

Interior passenger lights, except front positions	<ul style="list-style-type: none"> <li>• Side console switch in ON positiono Lights on if multiplex awake</li> <li>• Side console switch in NORMAL position</li> <li>o Lights on in D/N switch positions o Off when reverse gear selected o Curb side lights on in Park switch position.</li> </ul>	The Proposer wishes to clarify that the location of this switch is in the overhead switch panel.	<b>APPROVED</b>
Interior passenger lights, front positions (Actual lights specified by WMATA)	<ul style="list-style-type: none"> <li>• Side console switch in ON positiono Lights on if multiplex awake</li> <li>• Side console switch in NORMAL positiono Lights on when front door open and Night Run switch position</li> <li>o Lights dim to 10% brightness when front doorclosed in Night Run position.</li> <li>o Off when reverse gear selected</li> </ul>	The Proposer wishes to clarify that the location of this switch is in the overhead switch panel.	<b>APPROVED</b>
Horn	<ul style="list-style-type: none"> <li>• On with momentary steering wheel switch</li> <li>• Operates with multiplex awake</li> </ul>	The Proposer wishes to clarify that the horn operates when the multiplex is awake and asleep.	<b>APPROVED</b>

Air Dryer Operation	<ul style="list-style-type: none"> <li>• Active with engine running if engine control in Front Run</li> <li>• Active when engine control in Rear Run regardless of engine running</li> </ul>	The Proposer wishes to clarify that the air dryer is activated as soon as the engine is running.	<b>NOT APPROVED</b>
Drivers' Heat/Defrost	<ul style="list-style-type: none"> <li>• Master switch in Day run or Night run</li> <li>• Driver's controls used to select operation.</li> </ul>	The Proposer wishes to clarify that if engine is off, defroster will not run.	<b>APPROVED</b>

Cabin HVAC	<ul style="list-style-type: none"> <li>• Engine must be running</li> <li>• No operator controls.</li> <li>• Floor heaters to have temperature sensor at floorlevel and controlled by HVAC controller and cannot be used as a cool- ant by pass loop for fuel fired heater</li> <li>• HVAC set-point shall be 72 degrees F.</li> <li>• Engine run box HVAC Disable switch will disable. o Guarded toggle switch – closed position is enabled.</li> </ul>	The Proposer wishes to clarify that the floor heaters are controlled by multiplex system not HVAC controller. Also there is currently no switch to disable HVAC in engine box, however a switch is offered to disable auxiliary heater	<b>NOT APPROVED</b>
Instrument panel indicators	<ul style="list-style-type: none"> <li>• Check Engine – Amber</li> <li>• Stop Engine – Red</li> <li>• Check Transmission / Check System– Amber</li> <li>• Hot Transmission / Stop System– Red</li> <li>• Turn Signals – Green</li> <li>• High Beams – Blue</li> <li>• Parking Brake – Red</li> <li>• Brakes on - Red</li> <li>• Kneel – Red</li> <li>• Low Air- Red</li> <li>• Stop Request- Amber</li> <li>• Handicap Stop Request-Amber</li> <li>• Hot Exhaust- Amber</li> <li>• Exhaust Regen Inhibit - Amber</li> <li>• Fuel Door Open – Amber</li> <li>• Low Coolant – Amber</li> <li>• Wait to Start – Amber</li> <li>• HVAC Fail – Amber</li> <li>• FIRE – Red</li> <li>• Interlock Released - Red</li> <li>• Charging Fail – Red</li> <li>• HVAC Disabled – Red</li> <li>• Seat Belt – Red</li> <li>• Rear Door – Red</li> <li>• CLASS Disabled - Red</li> </ul>	Nova Bus offers an amber light when the kneeling system is activated and the HVAC disabled light indicator is not offered.	<b>NOT APPROVED</b>

Issue ID	RFP Section	RFP Page Number	Questions/Clarification or Approved Equal:	Authority Action:	Authority Response:
8	Price Schedule Sheets A-3 item 1a to 1g, A-4 item 1a to 1g, B-3 item 1a to 1f, B-4 item 1a to 1g, C-3 item 1a to 1f, D-3 item 1a to 1f, D-4 item 1a to 1f, E-3 item 1a to 1f, AA-3 item 1a to 1f, BB-3 item 1a to 1f, BB-4 item 1a to 1f, CC-3 item 1a to 1f, D	8, 9, 12, 13, 15, 17, 18, 20, 27, 30, 31, 33, 35 and 37	Please confirm that WMATA requests a price breakdown of all "Power Plant Assembly" spares in the quantity mentioned in Item 1 of the Price Schedule Sheets.	See Authority Response	Number one item include a complete power plant assembly witch includes with air conditioning compressor assembly. WMATA also required additional spares of Transmission, Air Conditioning Compressor Assembly, Wheel Chair Ramp, and Rear Axle. (Item number 2 to 5)
12	TF3.3b TECHNICAL SUBMITTAL DOCUMENTS	49	<p>Analysis and testing performed including Finite Element Analysis report for structure [...]</p> <p>Nova Bus requests acceptance to not submit this type of information that is deemed sensitive and proprietary. The structure design is analyzed per Volvo's criteria which are confidential and have been defined per Exova Testing requests acceptance to not submit this type of information that is deemed sensitive and proprietary. The structure design is analyzed per Volvo's criteria which are confidential and have been defined per Exova Testing.</p> <p>Nova Bus offers to schedule an on-site high-level presentation at our Facility where the structural information will be discussed and presented in person.</p> <p>Please confirm your acceptance.</p>	See Authority Response	It is part of evaluation process and it will be completely confidentially handle by WMATA evaluation team members.
13	None	None	<p>For this procurement, does WMATA require that the Contractors adhere to CARB requirements for the auxiliary heater?</p> <p>Can WMATA offer a contact person to discuss the applicability of the CARB regulation?</p>	See Authority Response	Bus must meet EPA regulations.
14	STP 6.1 Passenger Seating	TS-16	<p>This section requires that "It shall be the option of Transit Authority Engineer to require and witness the testing of a representative transverse seat at the manufacturer's facility."</p> <p>What are the conditions for this option to be activated?</p> <p>What are the testing scope &amp; description?</p>	See Authority Response	NOVA BUS must sumit the FMVSS test report for WMATA's review.

16	TS76 Passenger seating & STP 6.2 Passenger Seating	TS176 to TS182 & TS-16 to TS18	For the 40FT Diesel & CNG Bus Models, the Proposer request approval for a seat layout of 39 passengers with 2 Q-pod wheelchair securement system as defined in details in confidential RFA-Question 4 Attachment	Denied	WMATA will not approve any seat above the front wheel housing with flip up/down foot rest.
17	STP 12.6.4. Floor Covering	TS-34	<p>Shall be Ahro Capri TFCR 2760</p> <p>The Proposer requests approval for its composite flooring which is bound at manufacturing with non-slip durable Gerflor Tarabus NT covering. For complete details on the floor materials and composition, please refer to RFA-Question 5 (Flooring Material) Attachment for more details.</p> <p>A sample of Gerflor Tarabus Helios Vanadium 8486 which colour more closely resembles the Altro Capri TFCR 2760 has been expedited via FedEx for WMATA to review. However, please note that our Proposal will include WMATA's choice amongst the Gerflor Tarabus Sirius, Galaxy or Helios NT series.</p>	See Authority Response	Altro flooring material is WMATA standard.
18	STP 12.6.5. Headlining	TS-34	<p>Ceiling panels shall be melamine Pionite SW-806-Whte.</p> <p>The Proposer offers white melamine panels for the ceiling with pentone code Snow White S-406.</p> <p>We kindly request your approval.</p>	See Authority Response	Please provide sample or specification.
19	STP 14. Electrification of CNG and Clean Diesel Buses	TS-35	<p>Following pre-proposal conference discussion, we understand that WMATA values electrical components as listed in STP 14 but that Offerors may offer whichever technology best meets the requirement for electrified components in its vehicle integration.</p> <p>Please confirm our understanding.</p>	See Authority Response	WMATA is asking to submit proposal and price for both BAE and Vanner system

20	STP 8, Section 3.3 Data Definition	TS-26	<p>The bus manufacturer must ensure that, any bus system supplier that makes programming changes keep the existing data available. .... The bus system supplier and the sub-system supplier shall perform any necessary campaigns to ensure consistency by implementing changes across the entire fleet.]</p> <p>Any signal addresses or data changes that occur during the development phase of the contract up to certification will be communicated to WMATA via the Proposer or the AVM supplier. The Proposer cannot be held responsible for changes to hardware or software made by sub-system suppliers after initial production laydown of the vehicles.</p> <p>Any software change that is processed by the Proposer for service issue resolution will be communicated through our service organisation to WMATA.</p> <p>Software changes that are originating from WMATA scope changes will need to be dealt through the change order process.</p>	Denied	WMATA will be buying buses from Bus manufacturer and any changes made by AVM supplier, proposer has to deal with the Vendor.
21	STP 8, Section 3.4 J1939 Bus System Fault Reporting and performance Data	TS-26	<p>All bus system non-diagnostic application layer messages must be formatted and transmitted in conformance with SAE J1939-71, "Vehicle Application Layer". All performance data not made available through a broadcast must be available to the system controller via the Request PGN (59904), as described in SAE J1939-21, "Data Link Layer".]</p> <p>CAN- J1939 network "public" data messages are available to the IVS system, as well as pre-defined "private" messages agreed between IVS system supplier. The VBEA multiplex system used does not have the capability to answer PGN requests. The VBEA multiplex, Actia, Cummins, BAE all use some proprietary messages on their internal networks. This is inherent to the bus design, and our proprietary data sharing policy</p>	Denied	
22	STP 8, Section 3.6 Multiplex System Monitoring	TS-28	<p>The J1939 compliant multiplexer system shall interface with the IVS controller and transmit diagnostic fault codes (DM1, BAM or PID194, Multi-Section Parameter) available on the network.]</p> <p>The VBEA multiplex system does not support asynchronous messages and does not generate DM1 messages or multipacket messages. However, certain fault messages are available through pre-determined messages shared with the IVN.</p>	Denied	
23	RFP part 2 of 2	Wherever applicable	Will WMATA rate DEFAULT or ALTERNATIVE equally in the technical evaluation?	See Authority Response	NO Alternate described in revised specification.

24	RFP part 2 of 2	Wherever applicable	In the Technical specification, when a DEFAULT and one or more ALTERNATIVE(S) are listed in a section, are the alternatives considered as technical equivalents from which any can be chosen to be part of an Offeror's Proposal?	Denied	
25	TS 5.8 Noise	TS-55 TS-56	<p>If noise level contains an audible discrete frequency, a penalty of (5) dBA shall be added to the sound level.</p> <p>The Proposer requests that the audible discrete frequency leading to a penalty be defined as follows: 4dB above mean of adjacent frequency band. The audible discrete frequency will be only measured and the penalty applied for the exterior noise test.</p> <p>The sound levels measured at all locations are analyzed in 1/3-octave bands from 100 Hz to 10 kHz to determine the presence of an audible discrete frequency. If the sound level in any 1/3-octave band exceeds the average of the sound levels of the two adjacent 1/3-octave bands by 4 dBA or more, a penalty of 5 dBA is added to the measured sound level.</p>	Denied	
26	TS 5.8 Noise	TS-55	<p>In addition, the Contractor shall comply with the exterior noise requirements defined in local laws and ordinances identified by WMATA.</p> <p>The Proposer requests more information about the local laws and ordinances which may affect exterior noise requirements.</p>	See Authority Response	It is Bus Manufacturer responsibility to find and comply with all Fed, State and Local legal requirements.
27	TS 5.8 Noise	TS-55	<p>Instrumentation and other requirements shall conform to SAE J366, except that two-(2) dBA tolerance is not allowed.</p> <p>SAE J366 is APTA standard and all our Noise Test are based on this standard and this tolerance. The 2 dB tolerance represents the variations in sound level that may typically occur due to variation in test sites, temperature, test equipment and difference in nominally identical vehicles.</p> <p>The Proposer requests to use this two-(2) dBA tolerance as per SAE J366 or requests from WMATA what method is to be used to account for tolerance in testing &amp; equipment if SAE J366 is not followed.</p>	See Authority Response	Must comply WMATA specification.

28	TS 5.9. FIRE SENSING AND SUPPRESSION SYSTEMS (FSS)	TS-56	<p>The Proposer offers a Kidde Fire Suppression System in its offer. The FSS supplier takes the following Exceptions:</p> <ul style="list-style-type: none"> <li>· Battery backup shall provide monitoring and deployment readiness in the absence of vehicle power for a period of not less than 720 hours (30 days) TS-57- This cannot be met due to system demands but it does meet the 24 hours requirement listed in TS 5.9.13. Battery Back-Up (page TS-61)</li> <li>· Maintenance free system – Normal maintenance applies</li> <li>· 3 dimensional optical sensors- The Kidde optical sensors are dual bands</li> <li>· Steel Cylinder- Kidde provides an aluminum cylinder</li> <li>· Remote pressure monitoring with independent pressure switch- currently provided with pressure switch built into gauge (not independent) although Kidde is working on an option that may be available by build (to be discussed at pre-production meeting if this option as become available from Kidde)</li> </ul> <p>Please confirm approval.</p>	See Authority Response	Approved. A minimum of 72 hours back up battery power should be provided utilizing 2 back up batteries.
29	TS 5.9. FIRE SENSING AND SUPPRESSION SYSTEMS (FSS)	TS-5	<p>The technical specification requires 2 optical sensors but The Proposer is advised that the current WMATA FSS configuration has 3 Optical Sensors. Please confirm if WMATA requires 2 or 3 optical sensors to be included in the Proposal.</p>	See Authority Response	3 Optic Sensors are required.
30	TS 6.6 Ramp Clearances, TS 6.7 Ground Clearance	TS-65	<p>The Proposer offer vehicles which have an approach angle of 8.6 degrees, a departure angle of 8.6 degrees and in the case of the Articulated Bus, a front and breakover angle of 10 degrees.</p> <p>The Proposer's vehicles have a minimum ground clearance at 8.6" from the ground except within the axle zone and wheel area, and a rear wheel area clearance of 5.91 in for parts that move vertically with the axles.</p> <p>We request your approval.</p>	Denied	
31	TS 7.2. Gradability	TS-70	<p>The propulsion system and drive train shall enable the bus to achieve and maintain a speed of 40 mph on a 2½ percent ascending grade and 15 mph on a 10 percent ascending grade continuous. ]</p> <p>For the Articulated Bus, on a 10 percent ascending grade the vehicles achieves a speed of 12.6 mph.</p> <p>We kindly request your approval.</p>	Approved	

32	TS 9.2 Engine (Clean Diesel)	TS-71	<p>"Engine shall be equipped with WMATA approved hinged engine belt guard for safety."</p> <p>Does WMATA is referring to a specific design or does WMATA is expecting a presentation of our design during the RFA period?</p>	See Authority Response	Please provide a drawing of proposed belt guard for WMATA's review.
33	TS 10.1 Engine Cooling System	TS-74	<p>The engine cooling system shall be equipped with a properly sized water filter with a spin-on element and an automatic system for releasing supplemental coolant additives</p> <p>The Proposer includes a water filter in the Offer; however the filter will not have an automatic system for releasing supplemental cooling additives.</p> <p>We do not provide a Supplemental Coolant Additive release system and/or filter. Depending on the type of refrigerant used, it may overdose the refrigerant and result in damages to the system. Therefore we recommend following Cummins service bulletin 3666132 Coolant requirements for proper coolant properties.</p> <p>We kindly request approval.</p>	See Authority Response	<p>Coolant has nothing to do with refrigerant.</p> <p>WMATA request that no coolant filter be provided and no provision for coolant filter installed.</p>
34	TS 16 Oil and Hydraulic Lines	TS-80	<p>Lines within the engine compartment shall be stainless steel tubing]</p> <p>We request your approval for painted steel hydraulic lines. Please note that these lines are routed behind the baselight, therefore no exposures to the environment within the passenger compartment</p>	Denied	
35	TS 17.2.2.6.Fuel Filler	TS-85	<p>The access door interlock shall also power "on" the fuel level gauges/illumination when in the open position.</p> <p>We request approval for our fuel gauges which are not illuminated.</p>	Approved	
36	TS 17.2.2.6 Fuel Filler	TS-86	<p>A static ground plug shall be installed near the fueling receptacle for grounding during refueling operations.</p> <p>We request approval to offer a grounding stud attached to the stainless steel structure near the fueling receptacle location.</p>	Approved	

37	STP 8. Section 2 IVS Onboard System	TS-19	<p>The on-board system is the key element of the IVS system and shall consist of the following components:  Controller, Mounting Bracket, Bus Interface Harness, Multi-Band Roof-Mount Antenna (used for Wireless LAN, Cellular Communication and GPS), Wireless LAN Antenna Cable and GPS Antenna Cable. ]</p> <p>Please confirm whether an onboard router should be provided as part of the Clever Devices system. If so, please confirm the make and model, and describe all systems that should be connected to it.</p>	See Authority Response	Yes, router shall be provided, configured and installed as specified by Clever Devices.
38	STP 8. Section 2 IVS Onboard System	TS-19	<p>The on-board system is the key element of the IVS system and shall consist of the following components:  Controller, Mounting Bracket, Bus Interface Harness, Multi-Band Roof-Mount Antenna (used for Wireless LAN, Cellular Communication and GPS), Wireless LAN Antenna Cable and GPS Antenna Cable.</p> <p>Please confirm whether an SmartYard Asset Management Antenna/system should be provided as part of the Clever Devices system.</p>	See Authority Response	Yes, Smart yard onboard system shall be provided.
39	STP 8. Section 2 IVS Onboard System	TS-19	<p>Each bus shall be provided with one controller that will deliver the functions of the on board System. The main functions are listed below:  .....  • Hard Brake and Last Stop Reporting</p> <p>According to the IVS supplier Clever Devices, WMATA does not currently have Hard Brake functionality on its buses. Please provide more detailed information on the requirements for this functionality.</p>	See Authority Response	Capability is required, deployment shall be at the discretion of WMATA
40	STP 8. Section 2 IVS Onboard System	TS-19	<p>Each bus shall be provided with one controller that will deliver the functions of the on board System. The main functions are listed below:  .....  • Diesel Particulate Filter Active Regeneration Inhibit Control</p> <p>According to the IVS supplier Clever Devices, WMATA does not currently have DPF Active Regen Inhibit functionality on its buses. Please provide more detailed information on the requirements for this functionality.</p>	See Authority Response	Capability is required; deployment to be at the discretion of WMATA

41	STP 8. Section 2.2 IVS Bus Communication Antenna	TS-20	<p>Wireless communication shall be IEEE 802.11ac,n compliant. The system shall contain a multi-band antenna with cables that will allow the controller to have GPS satellite communication, WIFI communication via IEEE 802.11ac,n and cellular communication. Cellular antenna</p> <p>specifications shall include the 700MHz band in addition to all currently licensed cellular bands. The antenna shall have 2, dual-band, WiFi elements for 2x2 MIMO operation in the 2.4GHz and 5GHz bands.</p> <p>For absolute clarity, please confirm the Wifi standards required in this bid specification.</p>	See Authority Response	<p>Yes, as it called out in spec section 8 2.2 IVS BUS COMMUNICATION ANTENNA. specifications shall include the 700MHz band in addition to all currently licensed cellular bands. The antenna shall have 2, dual-band, WiFi elements for 2x2 MIMO operation in the 2.4GHz and 5GHz bands.</p>
42	STP 8. Section 3.1. Vehcile Monitoring	TS-21	<p>A CAN analyzer test and a data review shall be performed by the bus manufacturer to confirm all data availability. The OEM shall provide a complete list of all available data points on the vehicle area network to support this process, this includes standard and proprietary data point addresses. The test result shall be submitted to WMATA for review prior to bus configuration audit.</p> <p>Please confirm whether this paragraph refers to a Clever Device Certification, and, if so, if a certification will be required for each bus model type (i.e. one for 40ft CNG, one for 40ft Diesel, one for 60ft, etc.). Also please confirm that the bus configuration audit is the acceptance audit of the pilot or first production bus by the customer.</p>	See Authority Response	<p><b>Data availability shall be confirmed by Clever Devices during application approval process for each bus type.</b></p>
43	TS 22.1 Engine Compartment Bulkheads	TS-87	<p>Piping through the bulkhead shall have fire-resistant fittings sealed at the bulkhead.</p> <p>Bulkhead fittings are not used. Connection points are a few inches from the bulkhead for ease of assembly and maintenance and are accessible from the last baselight on each side.</p> <p>We kindly request approval. Please refer to Confidential RFA-Question 31 Attachment for more details of the bulkhead construction</p>	Denied	
44	TS 28.1 Driver's Area	TS-93	<p>ALL TRIMS AND FASTENERS SHALL BE STAINLESS STEEL.</p> <p>In the Proposer's vehicle, no trim is necessary in the driver's area as the floor covering is bonded to the composite floor during the manufacturing process. This process prevents the edges from separating. We kindly request your approval.</p>	See Authority Response	<p>Please send detailed assembly drawing for WMATA's review.</p>

45	RFP Section: TS 28.4 Rear Step Area to Rear Area	TS-94	<p>This step area shall be cut into the rear platform and shall be approximately the aisle width, a minimum 20 in. deep and approximately half the height of the upper level relative to the lower level.</p> <p>The Proposer requests approval for a step depth of 15.5in.</p>	Approved	
46	RFP Section: TS 31.1 Wheels	TS-98	<p>All wheels shall be interchangeable [...]Wheel and rims shall be hub-piloted, polished aluminum with Dura Bright or approved equal coating</p> <p>The Proposer requests approval to offer an Articulated Bus with front and rear wheels made by Alcoa model 886523DB and middle axle wheels made by Hutchinson model WA-1369 with a finish similar to Alcoa Durabright. This wheel is mounted with a 385/55 R22.5 tire and is not interchangeable with front and rear axle 305/70 R22.5.</p> <p>For complete details, please refer to RFA-Question 34 Attachment.</p>	Denied	
47	TS31.2 Tires	TS-99	What is the maximum tire pressure used by WMATA?	See Authority Response	130 psi max.
48	STP 12.3. Finish and Colors, STP 12.4. Numbering and Signing, STP 12.5. Exterior Decals, STP 12.6. Fleet Numbers, STP 12.6. Other Exterior Decals/Graphics, TS 69. Finish and Color and TS 70. Decals, Numbering and Signing	TS-32, TS-33, TS-165, TS-166 & TS-167	We kindly request WMATA to provide Offerors with a detailed paint & decal scheme in order to correctly include the cost of the paint & exterior decals.	See Authority Response	830730EX - Gloss Black 830650EW - Red 841144EW - Silver 830700EX - Wheel Hub Silver
49	TS 34 Turning Radius	TS-102	<p>Maximum Turning Radius 60 ft 43 ft (outside front axle,TR0) 17 ft (inside rearmost axle,TR4)]</p> <p>The Proposer requests approval for an Articulated Bus which has a turning radius of 44ft 6in at TR0 Outside Body Turning Radius, TR0 (incl. bumper) and 21ft 4in at TR4 Inside Body Turning Radius, TR (incl. Bumper).</p>	Approved	Approved.
50	TS 34 Turning Radius	TS-102	<p>Maximum Turning Radius 60 ft 43 ft (outside front axle,TR0) 17 ft (inside rearmost axle,TR4)]</p> <p>The Proposer requests approval for an Articulated Bus which has a turning radius of 44ft 6in at TR0 Outside Body Turning Radius, TR0 (incl. bumper) and 21ft 4in at TR4 Inside Body Turning Radius, TR (incl. Bumper).</p>	Approved	Approved.

51	TS 35.3 Anti-lock Braking (ABS) and Automatic Traction Control (ATC)	TS-104	<p>Manufacturer shall demonstrate compliance by providing a copy of a thermodynamic brake balance test upon request.</p> <p>The Proposer offers to make available to the Agency the Test results performed on a similarly equipped bus. We request your approval.</p>	See Authority Response	It is part of evaluation process and it will be completely confidentially handle by WMATA evaluation team members.
52	TS40.1.3 Jump Start, TS40.1.4 Battery Compartment & TS40.1.6 Master Battery Switch	TS112 to TS114 & TS-16 toTS18	<p>Forthe40FTDiesel,40FTCNGandARTICBusModels,theProposerrequestsapprovalforabatterycompartmentthat islocatedstreetsidebutwithbatterydisconnectandjumpstartfunctionalities locatedcurbside. Please refer to the confidential RFA-Question 39 (Battery Compartment) attachment for more details</p>	Denied	Denied, no diviation
53	TS 42.Multiplexing TS 42.1 General	TS-120	<p>Ten percent of the total number of inputs and outputs, or at least one each for each voltage type utilized (0V, 12V, 24V), per module installed (Not per location) shall be designated as spares. Zone locations are: (1) behind the rear bulkhead; (2) forward of the bulkhead above the window line; and (3) forward of the bulkhead below the window line.</p> <p>Since our vehicle is mostly 24 volts, we have only one 12 volt module which may have less than ten percent of the total number of inputs and outputs designated as spares. We request your approval.</p>	Denied	
54	TS 42 Multiplexing TS 42.1 General	TS-120	<p>Ten percent of the total number of inputs and outputs, or at least one each for each voltage type utilized (0V, 12V, 24V), per module installed (Not per location) shall be designated as spares. Zone locations are: (1) behind the rear bulkhead; (2) forward of the bulkhead above the window line; and (3) forward of the bulkhead below the window line.</p> <p>We request your approval for the following zone locations of modules:</p> <ul style="list-style-type: none"> <li>- Under Side Console</li> <li>- Under dash</li> <li>- Roof Panel 0 (Ceiling panel above driver's head)</li> <li>- ITS Cabinet (behind driver partition)</li> <li>- Roof Panel 4 (ceiling panel in the rear door area)</li> <li>- Roof Panel 9 (ceiling panel in the artic door area)</li> <li>- Interior Back Panel (behind rear seats)</li> </ul>	Approved	

55	RFP Section: TS 43.3.3 Programmability (Software)	TS-123	<p>[...]logic programming of the multiplexed vehicle electrical system, to enable WMATA to facilitate the modification of vehicle electrical function(s) without requiring the assistance of the Manufacturer or his agent. [...]hardware protection that prevents undesired changes to the software</p> <p>[...]Provisions for programming the multiplex system shall be possible through a PC or laptop.]</p> <p>Nova Bus requests approval to offer its Vehicles equipped with its proprietary VBEA (Volvo Bus Electronic Architecture) multiplex system.</p> <p>The Multiplexing System is a critical nerve center finely tuned by our engineers to provide the client with a dependable product on a daily basis. A set of parameters can be changed within pre-defined limits by the client without the need to modify the program logic. The multiplex system allows access to change certain program parameters such as retarder activation, rear door timer, vehicle shutdown timer, within pre-defined limits, without the need to re-program. We do not provide the tools to modify the source code by the end user, however upon customer request a program logic change is possible by our engineering team.</p> <p>Hardware protection is not used as a prevention method from changes to the software, as only a serial cable is required to connect to the VBEA multiplex system. Only a password protection is used to protect from unwanted software changes.</p>	Denied;#See Authority Response	<p>Proposer shall be required to provide modified electrical configuration software changes in an expedient manner to the Authority at no cost for the life of the bus.</p> <p>Alternatively, WMATA requires the capability to perform electrical configuration and software changes on its own with concurrence from the Proposer.</p>
56	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-127 to TS-140	<p>Nova Bus offers a control and instrumentation panels which has variations from the specifications as listed in Tables from TS 44.5. Please refer to RFA-Question 43 attachment for all details about Nova Bus instruments and alarm configuration.</p>	See Authority Response	<p><b>Please see attached respond from WMATA.</b></p> <p><b>RFA-Question 43 (Bus Operation Instrument and</b></p>
57	TS 44.5 Normal Bus Operation Instrumentation and Controls TABLE 6 Transit Bus Instruments and Alarms	TS-129	<p>110-volt power receptacle, Property to specify what function to supply</p> <p>The Proposer wishes to clarify that it does not offer a 110V power receptacle as a standard. We request approval to not offer the 110V receptacle unless WMATA specifically requires 100V to be made available in the driver area.</p>	See Authority Response	<p>Yes, WMATA requires at least one 110V receptacle inside the SDS box behind the driver.</p>
58	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-127	<p>TABLE 6 -Transit Bus Instruments and Alarms</p> <p>Fast idle switch located in the engine compartment</p> <p>A Fast idle switch is offered but located on the operator's control panel. For the engine compartment, the Proposer offers an engine throttle switch in lieu of a fast idle switch; this feature allows the manual adjustment of the RPM when performing maintenance checks.</p> <p>We request approval.</p>	Denied	

59	TS 44.6.1 Pedal Angle	TS-141	<p>The accelerator and brake pedals shall be positioned at an angle of 37 to 50 degrees at the point of initiation of contact and extend downward to an angle of 10 to 18 degrees at full throttle ]</p> <p>We request approval to extend downward to an angle of 27 degree from the horizontal in lieu of 10 to 18 degrees.</p>	Denied	
60	TF8 Offeror's Exception/Alternate	47	<p>New Flyer requests clarification on the request for this section, as there is no additional information in the RFP requests clarification on the request for this section, as there is no additional information in the RFP.</p>	See Authority Response	If Bus manufacturer should offer any new technology as alternate to improved quality and performance.
61	TS 44.8 Driver foot switches	TS-141	<p>The foot switches shall be UL-listed, heavy-duty type, of a rugged, corrosion-resistant metal construction. The foot switches for the directional shall be momentary type, while those for the and the high beam shall be latching type. The spacing of the switches shall be such that inadvertent simultaneous deflection of switches is prevented.</p> <p>We request approval to offer Transtech solid state Foot switch; it is not UL-listed but are heavy- duty type and of a rugged, corrosion-resistant metal construction that comply with industry main standard SAE J1455.</p>	Denied	
62	51	TF3, 3b.11 Propulsion system, TF3, 3b.14 Hybrid Propulsion System	<p>New Flyerrequests clarification on why there are references to a hybrid propulsion system in these two sections.</p>	See Authority Response	No Hybrid bus required in this procurement.
63	TS 45.2 Storage Box	TS-143	<p>An enclosed driver storage area shall be provided with a positive latching door and/or lock. The minimum size is 14in X 14inX 14in (355mm x 355mm x 355mm)</p> <p>The Proposer requests approval for a driver's storage box which is built into the dash and provides a 13.75 in x 8.4 in flat surface. This storage box is equipped with a positive latching door and lock.</p> <p>For more details, please refer to RFA-Question 48 (Operator Storage Box) Attachment.</p>	Approved	

64	TS 46.1 Windshield Wipers	TS-144	<p>Intermittent Wiper with Variable Control</p> <p>A variable-speed feature shall be provided to allow adjustment of wiper speed for each side of the windshield between approximately five (5) and twenty-five (25) cycles per minute.</p> <p>The wiper system of the Proposer's vehicle has a single control for both wipers, both wipers park along the bottom of the single piece windshield. Wipers cycle at 5 to 14 cycles per minute.</p>	Approved	
65	TS 47.1.4 Seat Base Fore/Aft Adjustement	TS-145	<p>Measurement is the horizontal distance from the heel point to the front edge of the seat. The minimum and maximum distances shall be measured from the front edge of the seat when it is adjusted to its minimum seat pan depth (approximately 15 in.). On all low-floor buses, the seat-base shall travel horizontally a minimum of 9 in. It shall adjust no closer to the heel point than 6 in.]</p> <p>We request your approval for a minimum distance to the heel point of 4.5 in.</p>	Approved	
66	TS 47.1.9 Seat Back Angle Adjustment	TS-146	<p>The seat back shall adjust in angle from a minimum of no more than 90 degrees (upright) to at least 105 degrees (reclined), with infinite adjustment in between.</p> <p>When the driver's seat is at the most rearward position, its recline is limited by the driver's partition (i.e. related to the space in the driver's area). The maximum recline of the seat back when it touches the driver's partition is therefore limited to 12 degrees from the vertical. Please note that if the driver's seat is not in the rearmost position, the seatback can be adjusted to an angle of 15 degrees from the vertical</p> <p>We request approval.</p>	See Authority Response	Please provide a detailed layout drawing of driver seat.
67	TS 47.8.1 Exterior Mirrors	TS-148	<p>Mirrors shall have built in LED indicator lightsLocation of the indicator light shall be WMATA approved location on mirror head.[...]Mirrors with integrated turn signal both sides and blind spot detection light on curb and street side mirror.]</p> <p>The Proposer requests approval to offer Lucerix exterior mirrors with a protruding signal lights on the side which are visible from front-facing, side-facing and rear-facing angles.</p> <p>However, this option is not available with a blind spot detection light.</p> <p>Please refer to RFA-Question 52 (Exterior Mirror Light) Attachment for more details.</p>	See Authority Response	Please provide detailed documentation, drawings and installation for WMATA's review.

68	TS 47.8.2 Interior Mirrors	TS-150	<p>Center Rearview</p> <p>An interior rear view mirror 7-1/2" x 16-1/2" or larger shall be mounted ahead of, and above the operator's position completely clear of driver's field of view through windshield to provide a general view of the interior of the bus</p> <p>We request your approval for an interior rear view flat mirror 8" x 16".</p>	Approved	
69	TS 47.8.2 Interior Mirrors	TS-150	<p>Upper Right-Hand Corner</p> <p>One interior flat mirror shall be mounted at the upper right hand corner of windshield header panel of suitable size to provide the operator a clear, unobstructed view of the rear exit area mirror. Mirror diameter shall be eight (8) inches. Mirror glass shall be tempered glass.</p> <p>We wish to clarify that our upper right-hand corner mirror has a diameter of six (6) inches. This diameter is limited to 6 inches because of the front door proximity. Bigger diameter will create an interference with the front door movements.</p> <p>We request your approval.</p>	Approved	
70	TS 49 Windshield	TS-149	<p>The horizontal view shall be a minimum of 90 degrees above the line of sight.]</p> <p>We wish to clarify that for a 95th percentile operator, the horizontal view is 88 degrees. We request your approval.</p>	Approved	
71	TS 49.1 Glazing	TS-151	<p>DEFAULTTwo-piece windshield.</p> <p>The Proposer requests approval to offer a vehicle which has a single piece windshield which can be replaced as quickly as one half of a two-piece windshield.</p>	Approved	
72	TS 51.2 Emergency Exit (Egress) Configuration	TS-152	When referring to emergency exit requirement, is this referring to FMVSS217	See Authority Response	Bus Manufacturer must meet all legal requirements.
73	TS 51.2 Emergency Exit (Egress) Configuration	TS-152	When referring to emergency exit requirement, is this referring to FMVSS217	See Authority Response	Yes.

74	TS 51.5 Rear Window	TS-153	<p>A rear window shall be provided.</p> <p>The Proposer requests approval not to offer a rear window.</p> <p>The Proposer's vehicles have large side windows offering over 38000 sq. in. of windows areas, leading to a bright and spacious feeling.</p> <p>The removal of the rear window leads to a decrease in noise levels inside the vehicle and thus improved customer comfort.</p> <p>Please refer to Confidential RFA-Question 58 (Rear Window) Attachment for details.</p>	Denied	Rear window required.
75	TS 52 Capacity and Performance	TS-153	<p>DEFAULT Require rear- and roof-mounted HVAC unit (articulated buses)</p> <p>The Proposer requests approval to offer two roof-mounted HVAC units, one located in the fore section and the other in the aft section.</p>	Approved	
76	TS5.9.17 Communication with External Systems	TS-64	<p>The AFSS system shall communicate with external monitoring systems via SAE J1939 messaging.</p> <p>At minimum, all conditions listed in Passive Monitoring section (above) shall be communicated in real time over the required data connection.</p> <p>Please provide the full list of data points/ faults that the AFSS should externalize via J1939, in order to better scope this requirement.</p>	See Authority Response	TS 5.9.17 specifies that all conditions in TS 5.9.16 be communicated. These are the required data points.
77	TS 67.1 Access Doors	TS161	<p>Front defroster door may be bottom hinged. A secure locking mechanism must be provided to ensure the door will not inadvertently open during service. Doors with top hinges shall have safety props stored behind the door or on the door frame.</p> <p>We request approval to offer a vehicle to which the defroster is accessible from inside the vehicle. The panel is not hinged; it is latched, locked and fully removable.</p>	Approved	
78	TS 68.2 Front Bumper	TS-165	<p>The bumper may increase the overall bus length specified by no more than 7 in.</p> <p>We request your approval for bumper that exceeds the 7 in specified; however the overall length of the vehicle remains within WMATA specifications as outlined in TS 6. Physical Size.</p>	Approved	

79	TS 69. Finish and Color	TS-164	<p>High Gloss External Paint Finish Quality Painted surfaces shall have a minimum 95 gloss and an orange peel rating of 7 or more on the Advanced Coating Technologies, Inc., orange peel standard panels set #APR 14941 or Authority accepted wave scan equipment. Paint shall last a minimum of six years with a minimum gloss of 90 as measured in ASTM E97-92, "Standard Test Method for Directional Reflectance.</p> <p>The proposer would like to clarify that the paint gloss level of its vehicles is 80 (at 20 deg. Angle) and orange peel is a maximum of 5, without sanding or polishing. We request your approval</p>	Approved	
80	STP 12.3. Finish and Colors & TS 69.1 Appearance	TS-32,165 & 166	<p>We request clarification on the painting codes supplied in STP 12.3 &amp; TS 69.1.</p> <p>Please confirm that DuPont Silver Metallic code is six digits followed by three letters 841 144EGG and not 841 144EG (I=i) as seen in the RFP.</p> <p>Please confirm that DuPont Clear coat code coming with DuPont Red 830650EG is starting with a digit 842OSVMATA like shown in STP 12.3 and not a letter S42OSWMATA as shown in TS 69.1.</p> <p>Also, please confirm that DuPont Clear coat sixth character 842OSWMATA is a W and not a V as shown in STP 12.3. Our understanding is that DuPont Clear coat 842OSWMATA is a special coat for WMATA's DuPont Red and is different from DuPont Clear coat 8420S used for DuPont Silver Metallic.</p>	See Authority Response	Bus manufacturer must provide the colors sample to WMATA's review and approval.
81	TS 69.1 Appearance	TS-165	<p>The bus shall be completely painted prior to installation of exterior lights, windows, mirrors and other items that are applied to the exterior of the bus.</p> <p>The Proposer requests approval for buses painted after installation of parts. Parts that can be easily removed without any risk to damage are removed prior painting. However part such as windows are masked. These items are masked during the painting process.</p>	See Authority Response	Please provide the entire paint process for WMATA's review.

82	TS 69.1 Appearance	TS-165	<p>Proper adhesion between the basic surface and successive coats of the original paint shall be measured using an Ecometer adhesion tester as outlined in ASTM D4541-85. Adhesion shall be a minimum 300 ft-lbs. The bus manufacturer shall supply test samples of the exterior surface for each step of the painting process that may be subject to adhesion testing per ASTM G4541-87 and ASTM D4145-85. ASTM D4541-93 may be used for inspection testing during assembly of the vehicle.</p> <p>We request approval to use the adhesion test ASTM D3359 tape test as this is the test performed by the paint supplier.</p>	Denied	
83	TS 71.3 Turn Signals	TS166	<p>Cornering lights, located aft of both front and forward of right rear wheels are required. Lights to be 4 inches diameter, and white in color. Location and installation to be approved by WMATA.</p> <p>The Proposer requests approval for curb light Dialight located as detailed in confidential RFA-Question 67 (Cornering Lights Dialight) Attachment.</p>	Denied	
84	TS 71.3 Turn Signals	TS166	<p>Cornering lights, located aft of both front and forward of right rear wheels are required. Lights to be 4 inches diameter, and white in color. Location and installation to be approved by WMATA.</p> <p>The Proposer requests approval for curb light TECHNIQ located as detailed in confidential RFA-Question 68 (Cornering Lights Techniq) Attachment.</p>	Denied	
85	TS 71.4 Headlights	TS-169	<p>The Headlamps shall be designed for replacement without removing the headlamp bezel (If bezel part of the design). ]</p> <p>Removal of headlamps requires removal of headlamp bezel, which is held in place by one screw.</p> <p>We request approval.</p>	Approved	
86	TS 73.1 Driver Area Barrier	TS-171	<p>Wheel-Well-to-Ceiling Configuration of Driver's Barrier (Electronic Storage Box) The driver's barrier shall have a storage box for all electronic devices can be installed]</p> <p>The Proposer requests approval for an Electronic Equipment Storage Cabinet installed on the front street side wheel housing but that is not integrated to the driver barrier. For more details, please refer to RFA-Question 70 (ITS Cabinet) Attachment.</p>	Approved	

87	TS 73.2 Modesty Panels	TS-169	<p>Additional floor clearances for cleaning and toe clearance 1.5 inches.</p> <p>We request approval to offer a 1 inch floor clearance for cleaning and toe clearance.</p>	Denied	
88	TS 73.8 Floor Covering	TS-173	<p>A one-piece center strip shall extend from the vertical wall of the rear settee between the aisle sides of transverse seats to the standee line. If the floor is of a bi-level construction, then the center strip shall be one piece at each level. The covering between the center strip and the wheel housings may be separate pieces. At the rear door, however, a separate piece as wide as the door shall extend from the street side wall to the outboard edge of the rear/exit area. ]</p> <p>The floor covering is bonded to the composite floor during the manufacturing process of the composite floor, eliminating any possibility of water infiltration or separation at the edges. The floor ends in a straight surface. Furthermore the floor covering uses the maximal width of the floor covering in the manufacturing process. 3 sections on the upper level and 2 sections on the lower level floor.</p> <p>Rationale: The floor covering is designed for the life of the bus and our manufacturing process limits the number of stitches We request your approval</p>	Approved	
89	TS 73.8 Floor Covering	TS-173	<p>The floor under the seats shall be covered with smooth surface flooring material. The floor covering shall closely fit the sidewall in a fully sealed butt joint or extend to the top of the cove.</p> <p>Our floor covering is bonded to the subfloor during the manufacturing process of the subfloor resulting in a seal that is resistant to water and does not separate from the subfloor at the edges. By using this process, our floor covering does not require additional trim and does not continue up the side walls, it ends straight with the floor.</p> <p>We request approval.</p>	Approved	
90	TS 73.10 Passenger	TS-171	<p>When the master switch is in the "run" or "night/run" mode, the first light module on street side and first two lights on curb side of the coach shall automatically dim (up to 25%) when the front door is in the closed position and illuminate when the door is opened.</p> <p>Nova Bus LED interior lighting is dimmable at the following intensity level: DIM 10%, 20%, 40%, 60% &amp; 80%. The brightness can be adjusted by DIM switches for each light fixture.</p>	See Authority Response	Specified lighting positions shall be dimmed to 20% in Night Run with the front door closed.

91	TS 75. Interior Access Panels and Doors	TS-176	<p>Panel fasteners shall be standardized so that only one tool is required to service all special fasteners within the bus. Access doors shall be secured with hand screws or latches. All fasteners that retain access panels shall be captive in the cover</p> <p>Depending on the location and panel type, interior fasteners may be phillips or torx screws or square key latches. Access doors for the front door actuator compartment is secured with thumb screws, rear and middle door actuator compartments are behind baselights, secured with phillips screws. We request your approval.</p>	Denied	
92	TS 75. Interior Access Panels and Doors	TS-176	<p>Access doors shall be hinged with gas props or over-center springs, where practical, to hold the doors out of the mechanic's way.</p> <p>Interior panels which require less than 25 lbs to lift back in place are hinged but not supported by gas props. They are secured by latches, safety latches and safety cables. Other panels are hinged to keep the force required to close them at a maximum of 25 lbs. We request your approval.</p>	See Authority Response	Please provide detailed drawing for WMATA's review.
93	TS76 Passenger seating & STP 6.2 Passenger Seating	TS176 to TS182 & TS-16 toTS18	<p>For the Articulated Bus Model, the Proposer request approval for a seat layout of 62 passengers with 2 Q-pod wheelchair securement system as defined indetails in confidential RFA-Question 77 (Seat Layout Artic) Attachment.</p>	See Authority Response	No attachment provided.
94	TS 76.11Construction and Materials	TS-182	<p>Complete seat assemblies shall be interchangeable to the extent practicable.]</p> <p>The Proposer requests approval for its molded seats on certain areas of the bus to increase seating capacity. These seats are integrated into our design and are not interchangeable with other passenger's seat. The fabric used for these inserts is the same as the fabric selected for passenger seats to insure color uniformity inside the bus. For complete details, please refer to RFA-Question 78 (Molded Seats) Attachment.</p>	Approved	
95	TS 78.3 Door Glazing	TS-188	<p>Please confirm that WMATA wants the rear door glazing to be made of polycarbonate?</p>	Approved	

96	TS 78.3 Door Glazing	TS-188	<p>The both front and rear doors shall have full height glazing.</p> <p>The Proposer wishes to clarify that our suggested doors are coming with a full height glazing. The Proposer requests your approval for front door panels construction to be Vapor Ameriview offering the quick glass replacement, however the panel is made of 2 glass sections separated by a rubber divider located approximately 1/5 from the bottom. This allows for a replacement of a section of the glazing to be replaced as needed. Door glazing is quick change glazing exterior frame, using clips. Window clips hold the pane around the entire perimeter. This feature allows the pane to be quickly replaced.</p> <p>Please see RFA-Question 80 Attachment Door glazing for more details.</p>	Approved	
97	TS 78.4 Door Projection TS 78.4.2 Interior	TS-186	<p>Projection inside the bus shall not exceed 21 inches.</p> <p>We wish to clarify that the door projection inside the bus is 23 inches at the front door and 23.5 inches at the rear doors. We kindly request your approval.</p>	Approved	
98	TS 79.6 Interior Circulation	TS-194	<p>As a guide, no width dimension should be less than 34 in.</p> <p>In order to maximize seating capacity, a double transverse seat is offered behind the driver's partition. At this location, the space between this double transverse seat and the curbside wheelhouse is 32.5 inches. This is sufficient to allow for the passage of a wheelchair and is ADA compliant. We request your approval</p>	Denied	
99	TS 42.1 Multiplexing - General	TS-120	<p>DEFAULT Ten percent of the total number of inputs and outputs, or at least one each for each voltage type utilized (0V, 12V, 24V), per module installed (Not per location) shall be designated as spares. Zone locations are: (1) behind the rear bulkhead; (2) forward of the bulkhead above the window line; and (3) forward of the bulkhead below the window line.</p> <p>Since our vehicle is mostly 24 volts, we have only one 12 volt module, which may have less than ten percent of the total number of inputs and outputs designated as spares. We request approval.</p>	Denied	

100	TS 43.3.2 Diagnostics and Fault Detection	TS-122	<p>The multiplex system shall have a proven method of determining its status (system health and input/output status) and detecting either active (online) or inactive (offline) faults through the use of on-board visual/audible indicators.</p> <p>We request your approval for the following: The VBEA multiplex system is supplied with all the necessary tools for diagnostics. VBEA I/O modules do not have LED status indicators. However diagnostics can be achieved by an input and output test via the Actia dashboard indicator or by Laptop access. When accessing the multiplex with a laptop, the user can see the program logic for diagnostics, however the user cannot modify the program.</p>	Denied	
101	Table 6 Transit Bus Instruments and Alarms	TS-129	<p>Fare box Interface Fare box coach operator interface panel Near farebox Facilitates driver interaction withfarebox system LCD display</p> <p>As per TS 74, the Proposer assumes that WMATA will install the Fare Box coach operator Interface Panel, as part of the Fare Box installation. Please confirm.</p>	See Authority Response	Confirmed.
102	Table 6 Transit Bus Instruments and Alarms	TS-129	<p>Low profile microphone Low-profile discrete Mounting Steering column Permits driver to make announcements with both hands on the wheel and focusing on road conditions</p> <p>The Proposer wishes to propose a hands-free gooseneck type microphone installed on the driver console near the A-post. This is in-line with the description found in TS 83.2. Please confirm your approval.</p>	See Authority Response	WMATA standard Lapel microphone.
103	Table 6 Transit Bus Instruments and Alarms	TS- 140	<p>ExhaustAfterTreatment Controls: Engine compartment switch box Three positionguarded toggle Normal/ Inhibit/ Regen o Normal: Passive Regeneration permitted. o Inhibit: Passive Regeneration disallowed o Regen: Manual Regeneration commanded. Guarded position (flip cap closed) places switch in Normal position.</p> <p>Please clarify how this toggle switch interacts with the electronic Active Regen Inhibit functionality specified in section STP8. 2.2.</p>	See Authority Response	There appears to be no correlation between Exhaust Aft-Treatment controls and these antenna requirements.

104	TS 80 Destination sign	TS-192	<p>Front: SMT 16 X 160 or Titan 24 X 200; Side: 8 x 96 or 14 x 112;</p> <p>Please clarify which Front Sign and Side Sign sizes are required as there is an impact on the price of the system.</p>	See Authority Response	<p>Front Sign: 16X160 (Option 24X200)  Side Sign: 8X96  Rear Sign: 16X48  Dash Sign: 12X40</p>
105	TS 80 Destination sign	TS-193	<p>The sign system shall allow for wireless downloading of destination sign message list through the Clever Devices system.</p> <p>Please confirm if this functionality is to be done through the Clever Devices IVN through to the Luminator ODK Console via Ethernet.</p>	See Authority Response	<p>The sign system shall allow for wireless and Ethernet downloading of destination sign message list through the Clever Device system.</p>
106	TS 80 Destination sign	TS-193	<p>Signs shall incorporate a monitoring system whereby information and diagnostics are broadcast to the AVM via J1939.</p> <p>The Destination sign system supplier does not currently broadcast fault information over J1939. Destination sign system diagnostics are available on the System Console. Please confirm your acceptance.</p>	Approved	
107	TS 83.1 Camera Surveillance System	TS-196	<p>The bus shall be equipped with a sufficient number of cameras (up to 9 in 40' bus)</p> <p>According to the camera system supplier certain buses at WMATA have 9 cameras on a 40ft bus, but some of the latest camera installations have 10 cameras. Please confirm if 9 or 10 cameras are required.</p>	See Authority Response	<p>9 cameras in 40' buses. 3 in exterior and 6 in interior.</p>
108	TS 83.1 Camera Surveillance System	TS-196	<p>The system shall be programmable to automatically tag events such as panic button activation or a hard acceleration/impact. An impact sensor shall be included with the system.</p> <p>Please confirm that an accelerometer should be included as part of the Camera System.</p>	See Authority Response	<p>Confirmed.</p>
109	TS 83.1 Camera Surveillance System	TS-196	<p>The hard drive component shall be removable with a 1 terabyte capacity.</p> <p>The Proposer has been informed by the current camera system provider for WMATA that the current configuration on WMATA buses contains a hard drive of 3TB. Please confirm whether a hard drive of 1TB or 3TB is required.</p>	See Authority Response	<p>WMATA requires 2TB hard drive which is supplied by WMATA camera vendor.</p>
110	TS 83.1 Camera Surveillance System	TS-196	<p>CCTV GPS antennas will not be permitted; GPS shall be harvested from bus LAN/VAN.</p> <p>Please confirm which system provides the GPS coordinates to the LAN/ VAN.</p>	See Authority Response	<p>GPS shall be harvested from Clever Devices over Ethernet.</p>

111	TS 83.1 Camera Surveillance System	TS-196	<p>Whole section</p> <p>The Proposer has been informed by the current camera system provider for WMATA that the current configuration on WMATA buses uses a standalone microphone to record at the front of the bus. Another audio channel is provided through a microphone within a camera installed in the rear. Please confirm if this configuration is still required.</p>	See Authority Response	Configuration will be an embedded on the front door and rear door camera.
112	TS 83.1 Camera Surveillance System	TS-196	<p>Whole section</p> <p>Please confirm acknowledgement that for new buses WMATA will require new backend licenses per module per bus for VIM</p> <ol style="list-style-type: none"> <li>Auto clip</li> <li>Clip management</li> <li>Health</li> </ol>	Approved	
113	TS 83.1 Camera Surveillance System	TS-197	<p>The system shall be capable of downloading tagged events automatically when bus returns to garage/depot. The system shall also be capable of real-time video monitoring from a remote site through the Data uploads via Bus LAN/VAN. Additional wireless clients for CCTV/DVR will not be permitted.</p> <p>Please confirm that the camera system should be connected to an onboard router that will be provided as part of the Clever Devices system or by WMATA.</p>	See Authority Response	Comfirm.
114	TS 83.1 Camera Surveillance System	TS-197	<p>One shall be mounted on exterior, upper front curb side corner of the bus rear-facing to provide view of front and rear passenger doorway areas.</p> <p>Please confirm if another exterior camera is required on the streetside of the bus. Also please confirm whether shrouds are required for the exterior cameras.</p>	See Authority Response	<p>One camera above the front door.</p> <p>One camera above the driver's window</p> <p>One at the rear.</p>
115	TS 83.1.1 Driver Coaching Camera Provisions	TS-199	<p>Wiring and electrical provisions shall be provided in the destination sign cabinet at the approximate center windshield to support the installation of a WMATA-standard driver coaching camera. Specific details of this requirement will be provided to the contractor as needed.</p> <p>Please provide specific details of this requirement including exact provisions required.</p>	See Authority Response	Please comply with the specification.

116	TS 83.1.1 Driver Coaching Camera Provisions	TS-199	<p>Wiring and electrical provisions shall be provided in the destination sign cabinet at the approximate center windshield to support the installation of a WMATA-standard driver coaching camera. Specific details of this requirement will be provided to the contractor as needed.</p> <p>Please confirm that the Driver Coaching Camera System (DriveCam) is a different system from the EDR specified under TS 84.</p>	See Authority Response	Please comply with the specification.
117	TS 83.4.3 Driver Display Unit (DDU)	TS-202	<p>Contractor shall install a driver display unit as close to the driver's instrument panel as possible.</p> <p>Please clarify what this equipment is. Is this the same as the MDT in TS 85? If so, the specification is contradictory, please clarify.</p>	See Authority Response	Driver Display Unit (DDU) is part of Clever Device and they will supply the unit to Bus Manufacturer to install. It is not the same as MDT (Mobile Data Terminal)
118	TS 84 Event Data Recorder	TS-204	<p>EDR's shall broadcast via the J1939 data communication link severe impact events to the vehicle monitoring system and also trigger an event in the camera system. The EDR shall also tag an event from a signal received over the J1939 CAN line from the silent alarm switch signal and the camera event button and in turn broadcast these events to the vehicle monitoring system.</p> <p>Please confirm the exact communication loop required between the EDR, the AVM system and the camera system and whether this must be done over J1939.</p>	See Authority Response	GPS should be harvested from Clever Devices via Ethernet.
119	TS 84 Event Data Recorder	TS-204	<p>Whole section</p> <p>Please confirm whether EDR data will be manually extracted by WMATA or if Wifi downloading to central infrastructure is required. If Wifi download is required, please confirm to which system (e.g. router) the EDR should be connected for download.</p>	See Authority Response	Manual extraction.
120	TS 84 Event Data Recorder	TS-204	<p>The EDR shall also record the following operational data: head lights on or off, turn signals and hazard lights on or off, ignition on or off, low air pressure warning, whether moving in forward or reverse, idling, and if parking brake is on or off and vehicle speed, GPS position.</p> <p>Please confirm whether the EDR system should have its own source for GPS coordinates (i.e. small antenna) or whether the GPS coordinates should come from the Clever Devices system on CAN via J1939 protocol?</p>	See Authority Response	GPS should be harvested from Clever Devices via Ethernet protocol.

121	QA 4. Authority-Specific Requirements / Approved Equal Process	TS-222	<p>Authority requires that all “APPROVED EQUAL” product/components must be submitted for one (1) year WMATA test and evaluation period prior to approval for use on WMATA buses. The test and evaluation process is conducted in the WMATA operating environment and using the WMATA operating duty cycle. The specific product/component submitted for “approved equal” status must achieve a satisfactory and reliable level of performance with no product/component failures during the test and evaluation period. A minimum five (5) sample product/components must be provided and installed on five (5) existing WMATA fleet bus by the manufacturer, at no cost to WMATA, for the approved equal test and evaluation process. (For larger components i.e. engine, transmission and HVAC a smaller quantity requirement may be considered by WMATA). Contingent upon achieving successful final results for the test and evaluation process, the specific product/component may be granted an “approved equal” by WMATA.”</p> <p>Does it imply that every approved equal systems must go through this 1-year process prior to acceptance of the system? If so, how are the technical retrofit &amp; the logistics of such an enterprise to be managed for such items as floor or ITS box?</p> <p>If approved equals are not granted at the time of Approved equal during the bid, does that mean that the system cannot be offered in the proposal, or must be offered with a deviation with a pending-approval status?</p> <p>If after the 1-year test the system or component is not accepted for use on WMATA buses, will this be addressed a Change Orders during the contract? Will retrofit on pilot or any other buses will be at the charge of the Manufacturer? (Chapter IV, section 1 page 88)</p>	See Authority Response	<p>The above section pertains to testing and evaluation, and final approval of individual components to be "approved as equal" for WMATA buses.</p> <p>NOVA Buses have not been used in WMATA fleet and the related components and system have no historical data to prove that the component(s) or system(s) will meet the WMATA duty cycle requirements. In order to respond to the request, it is required that the bus manufacturer provide the test and reliability data for the components/systems from transit agencies which are comparable and similar to service and duty cycle of WMATA buses.</p> <p>The report should include (MDBF), parts replacement (new) and repair cost, maintainance cost data for these components/system from various agencies be provided for review. Also provide the contact information and references for these agencies. WMATA will evaluate these factors in order to decide if the components meets the "approved equal" requirements.</p>
122	TS 40.1.5 Auxiliary Electronic Power Supply	TS-114	<p>An Uninterruptable Power Supply [UPS] shall be provided. The system shall support 12 and 24 volt loads simultaneously, sized accordingly to support key-off power requirements of WMATA specified ancillary equipment, with a minimum total capacity of 100AH. System shall support automatic and instantaneous transfer and isolation of connected loads from vehicle batteries and alternator to UPS device. System shall automatically recharge during vehicle operation. State of health information shall be available to specified AVM system via J1939 network.</p> <ul style="list-style-type: none"> <li>· 1. When does the agency want the system to support automatic and instantaneous transfer and isolation of connected loads from vehicle batteries and alternator to UPS device while the master battery switch is off?</li> <li>· 2. Which ancillary equipments the agency want to support with this UPS system? Could you describe the estimated time frame of that support?</li> <li>3. Does the agency have any particular reason to protect the vehicle batteries?</li> </ul>	See Authority Response	<ul style="list-style-type: none"> <li>1. Any loss of power.</li> <li>2. Any equipment with external battery back up.</li> <li>3. Elimination of individual back up batteries.</li> </ul>

123	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-140	<p>BatteryRunDownProtection</p> <ul style="list-style-type: none"> <li>· CoachbatteriesaremonitoredforStateofCharge o12and24voltstringsaremonitoredindependently.</li> <li>· IfSOC fallsbelow~50%andmaster runswitch isoff,12 and24voltmaindisconnectsareactivated.</li> <li>· Frontorrearstarterbuttonswillre-engagedisconnects</li> </ul> <p>Since the Solenoid Battery Cutoff paragraph of TS 40.1.6 is no longer required in addendum 4 Revised RFP, does WMATA still require an automatic disconnects to allow the installation of rundown protection system?</p>	See Authority Response	Yes.
124	TS 83.4 Radio Handset and Control System	TS-201	<p>Whole section</p> <p>Please confirm that WMATA will be supplying the radio and please confirm the make and model for compatibility with the Clever Devices CAD/AVL system.</p>	See Authority Response	Confirmed. Current radio models are Motorola XTL-2500 and XTL-5000.
125	STP 11.3. Corrosion & TS 10.1Engine Cooling System	TS-31 & TS-73	What's the meaning of "(option)" in the Technical Specification? How should Offerors address these requirements?	See Authority Response	Please see revised specification.
126	TF4a. Safety Program	52	New Flyer Requests Clarification if the request for lost time accident rate and medical cases for each of the preceding three (3) years is a request for OSHA 300 logs.	See Authority Response	NTD (National Transit Database requires to report all injuries in the transit industry using the fomula below. Bus passenger Injuries X 1,000,000/Bus Passenger Trip Does any database available or any record of injuries bus
127	TF7, 7a Demonstrator (Test) Vehicle	53	New Flyer requests clarification on the difference between the demonstrator (test) vehicle and the pilot vehicle.	See Authority Response	Pilot bus can be consider as demonstrator unless it will be a new
128	N/A	N/A	New Flyer requests clarification on the format WMATA would like proposer's to use for any alternate/optional pricing.	See Authority Response	It does not require any special format. Bus manufacturer must submit prosal for CNG and Clean Diesel buses.
129	N/A	N/A	New Flyer requests that WMATA consider extending the proposal due date to three weeks from the date of release of the responses to our Approved	See Authority Response	Amendment No. 08 Addressed this request. Pricing and technical proposals date is changed from Friday, December
130	Multiple	Multiple	New Flyer requests word or excel versions of the Pricing Schedule, Life Cycle Costing Form, and Vehicle Questionnaire.	See Authority Response	WMATA will provide Microsoft Word version format form for the Pricing Schedule Sheets and Life Cycle Costing
131	Pre-Award Evaluation Data	72	New Flyer requests clarification if question 9 refers to any bid, or to low bid offers only	See Authority Response	Best value for WMATA.
132	Chapter I - section 8(c) Audit , Availability, and Inspection of Records - FTA	77	New Flyer requests the following to be added to item C, Cost or pricing data.The Authority and its representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor's information.	Approved	

133	Chapter I – Terms and Conditions, 10. Contracting Officer’s Technical Representative (COTR)	78	New Flyer requests clarification and additional information on what is being requested in the following language:  Receive from the Contractor certified payroll reports and prepare a log sheet indicating the following: (1) name of the Contractor and subcontractor; (2) the Contract number; (3) the certified payroll number (number for the payroll for the project starting with the number 1); (4) the time frame of the payroll period (i.e. 1/21/11-2/3/11); (5) the statement of compliance date (first page of the report); and (6) the date the report was received by WMATA;	See Authority Response	Only if applicable; the COTR may request for the information.
134	Chapter II – Time/Delays/Liquidated Damages, 8. Liquidated Damages for Delay	82	New Flyer requests clarification if the liquidated damages are per bus, and does 'day' include weekends and holidays? New Flyer requests a reduction of the liquidated damages to be closer to industry standards.	See Authority Response	Liquidated damages per day.
135	Chapter IV - 2(d) - NEW SUBSECTION Pricing of Adjustments	89	New Flyer requests the addition of the following language in Chapter IV, Section 2(d): Notwithstanding anything else to the contrary contained herein, in the event that a price adjustment is required in respect of changes that are mandatory as a result of legislation or regulations that become effective after the date of the proposal submission, such price adjustment shall be negotiated in good faith by the Authority and the Contractor.	See Authority Response	Notwithstanding anything else to the contrary contained herein, in the event that a price adjustment is required in respect of changes that are mandatory as a result of legislation or regulations that become effective after the date of the proposal submission, such price adjustment shall be negotiated in good faith by the Authority and the Contractor.  The above paragraph will be added to Chapter IV, Section 1(d) and not Chapter IV, Section 2(d).
136	Chapter IV 3(e) Accounting and Record Keeping, Access to Records	90	New Flyer requests the addition of the following language to be added to Chapter IV, Item 3e Access to Records: The Authority and its representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor’s information.	See Authority Response	Confirmed.
137	Chapter VI 3(n) - NEW SUBSECTION Termination for Convenience	98	New Flyer requests the following subsection to be added to Chapter VI Item 3: For certainty, the costs owed to the Contractor upon termination for convenience, shall include its costs, including contract close-out costs, and profit on work performed up to the time of termination.	Denied	
138	Chapter VII, Exhibit A, I	101	New Flyer requests removal of the reference to '(including terrorism)'.	Approved	
139	Chapter VII, Exhibit A, II, 8) & Chapter VII, Exhibit A, IV. OTHER, 1) Additional Insured	102	New Flyer requests removal of all references to ‘subcontractors’, as subcontractors will not be used.	Approved	
140	Chapter VII, Exhibit A, II, COVERAGE SPECIFIC REQUIREMENTS, Commercial General Liability 5)	102	New Flyer requests removal of the paragraph “The definition of “Insured Contract” shall be modified to provide coverage for contractual liability for any contracts involving construction or demolition operations that are within 50 feet of a railroad, and sidetrack agreements. Evidence of this modification shall be provided to WMATA along with all other required documents.”	Approved	

141	Chapter VII 3(a) Title and Risk of Loss	103	New Flyer requests the following changes to Chapter IV, Item 3a: Unless this Contract specifically provides for earlier passage of title to deliverables (including documents, reports, and data) or other items resulting from this Contract, title shall pass to the Authority upon acceptance, regardless of when or where the Authority takes physical possession. Risk of loss, theft, destruction of, or damage to, such deliverables or other items remains with the Contractor, until the transfer of title or at the time when the Authority takes physical possession, whichever is earlier. later. For certainty, the Authority shall assume risk of loss of the deliverables on delivery. Prior to delivery, the Contractor shall have risk of loss of the deliverables.	Approved	
142	Chapter XI - Additional Federal Provisions, 29. Bonding - Proposal Security	138	New Flyer requests clarification which form is to be used for the proposal bond.	See Authority Response	The performance bond form will be used. All bond forms
143	Chapter XI - Additional Federal Provisions, 29. Bonding - Proposal Security	139	New Flyer requests that the performance bond be reduced from 100% to 25%.	Approved;#See Authority Response	Performance bond will be reduced from 100% to 25% for
144	None	None -- Commercial	Please clarify the Proposal validity.	Approved;#See Authority Response	Pricing proposal will be valid for hundred and twenty (120) days. If the contract is not awarded within 120 days from receipt of pricing proposals, request for extension of pricing proposal period will be sent to all offerors that submitted
145	None	None	Please clarify if Offerors need to be registered to do business in the State of Maryland, State of Virginia and Washington D.C. at time of bid or at time of award.	Approved;#See Authority Response	Offeror has to be registered to be with the Washington Metropolitan Area Transit Authority (WMATA) to do business with WMATA. Here is link to register your business:
146	None – New Clause for Changes of law	None	Nova Bus is requesting to have this clause included in the RFP: “Changes of laws or regulations that become effective after the proposal due date may result in price changes. If a price adjustment is indicated, either upward or downward, it shall be negotiated between the Agency and the Contractor, and the final Contract price will be adjusted upward or downward to reflect such changes in Laws or Regulations. Such price adjustment may be audited, where required.”	See Authority Response	“Changes of laws or regulations that become effective after the proposal due date may result in price changes. If a price adjustment is necessary as a result of any such changes, either upward or downward, it shall be negotiated between the Agency and the Contractor, and the final Contract price will be adjusted upward or downward to reflect such changes in Laws or Regulations. Such price adjustment may be audited, where required.”
147	Solicitation, Offer and Award Form	4	Please clarify if any data must be entered by Bidders in the “Schedule” section of this	See Authority Response	All price data must be entered in the Price Schedule Form as
148	Solicitation, Offer and Award continuation sheet & CER 1.	5 & TS-229	Which Acknowledgment of Addenda form should we use?	See Authority Response	The addenda/addendum form that is posted with the written
149	Chapter VII, Exhibit A, IV. OTHER, 1) Additional Insured & Waiver of Subrogation	102, 103	New Flyer requests removal of the reference to ‘Professional Liability’.	Approved;#See Authority Response	Professional liability will be removed.
150	Chapter VIII - Section 4 Rights in Technical Data - Unlimited	106-108	New Flyer requests to replace the entire section with the following: All “subject data”, including specifications, technical data, records and reports, engineering drawings (including shop drawings and working drawings), manuals and instruction materials and computer or microprocessor software that is delivered or specified to be delivered under the Contract shall remain the property of the Contractor; provided however, the Authority shall have a royalty-free, non-exclusive, non-transferable and irrevocable license to use such subject data only for the purposes of operating and maintaining the deliverables.	Denied	

151	NEW SECTION Acceptance	N/A	<p>Flyer requests the addition of the following language:</p> <p>Within fifteen (15) calendar days after delivery of the bus to the Authority, the Authority shall conduct acceptance tests on the bus. The acceptance tests to be conducted by the Authority, and the criteria and standards in respect of such tests, shall be agreed upon by the Authority and the Contractor prior to the Contractor building the deliverables. If a deliverable passes these tests or if the Authority does not notify the Contractor of non-acceptance within 15 calendar days after delivery of the deliverable, acceptance of the deliverable by the Authority shall be deemed to have occurred on the 15th day after delivery. Acceptance shall occur earlier if the Authority notifies the Contractor of early acceptance or places the deliverable into revenue service.</p>	Denied	
152	NEW SECTION Waiver	N/A	<p>New Flyer requests the addition of the following language:</p> <p>In the event that either party elects to waive its remedies for any breach by the other party of any covenant, term or condition of the Contract, such waiver shall not limit the waiving party's remedies for any succeeding breach of that or any other term, covenant or condition of the Contract.</p>	Denied	No, this language will not be included.
153	GC 4.1 Inspection, Testing and Acceptance - General	TS-4	<p>New Flyer requests the following change to section GC 4.1:</p> <p>The pre-delivery tests and inspections shall be performed at the Contractor's plant; they shall be performed in accordance with the procedures defined in "Section 8: Quality Assurance"; and they may be witnessed by the resident inspector. When a bus passes these tests and inspections, the resident inspector shall authorize release of the bus.</p> <p>Within fifteen (15) calendar days after arrival at the designated point of delivery, the bus shall undergo the WMATA tests defined in "Post-Delivery Tests." If the bus passes these tests or if WMATA does not notify the Contractor of non-acceptance within 15 calendar days after delivery, then acceptance of the bus by the WMATA occurs on the 15 30th day after delivery. If the bus fails these tests, it shall not be accepted until the repair procedures defined in "Repairs After Nonacceptance" have been carried out and the bus retested until it passes. Acceptance occurs earlier if WMATA notifies the Contractor of early acceptance or places the bus in revenue service.</p>	Approved	
154	STP 11.1 Fasteners	TS-30	<p>New Flyer requests the requirement to provide a list of locations where Grade 8 bolts are used to be removed, as this would be a substantial list.</p>	See Authority Response	Specification remains. Request granted.
155	STP 11.3 Corrosion	TS-31	<p>New Flyer requests approval for the spec language for the option to be changed to read as follows:</p> <p>The basic frame structure is a semi-monocoque design, using 41003 stainless steel sheet and plate and structural tube and channel (ASTM A554) for structural strength and durability (option).</p> <p>Please see Attachment #27 for additional structure information for this option.</p>	Denied	

156	STP 12.6.2. Interior Panels and Finish, B) and C)	TS-33	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>B) Rear interior bulkhead shall be Arborite P-276-CA Night Mist Cashmere or thermoplastic material installed flushed with trim strips where appropriate</p> <p>C) Lower interior side wall panels and modesty panels shall be Arborite P-276-CA Night Mist Cashmere or Authority approved substitution.</p>	See Authority Response	Please provide samples.
157	STP 12.6.2. Interior Panels and Finish, C)	TS-33	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Upper side wall panels shall be Thermoplastic Pinstripe (black and white cap) or other thermoplastic material in Authority approved color.</p>	See Authority Response	Please provide samples
158	STP 12.6.4 Floor Covering, TS 73.8 Floor Covering	TS-34, TS-173	<p>Vendor requests clarification if the requirement at the rear door is "PLEASE NO STANDEES IN THIS AREA" or "DO NOT STAND IN THIS AREA" as there is a discrepancy between the two sections.</p>	See Authority Response	"PLEASE NO STANDEES IN THIS AREA"
159	STP 12.6.5 Headlining	TS-34	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Ceiling panels shall be Polar White plastic.</p> <p>The reason for this change request is melamine Pionite SW-806-Wlnte has been</p>	See Authority Response	Please provide samples.
160	STP 13.2 Fare Collection	TS-34	<p>New Flyer requests clarification if the Transfer Cutter Stand will need to be purchased by the contractor, or if only provisions are required.</p>	See Authority Response	No longer needed.
161	STP 2.3 Contract Deliverables Table 1 Item 29 - Recommended Spare	TS-10	<p>New Flyer requests approval to provide an accurate recommended stocking list (RSL) once the Bus Parts manual has been published. This ensures the items in the recommended stocking list accurately match the parts being used for WMATA's specific bus configuration. New Flyer requests approval for this RSL to be delivered to WMATA 10 days after the final Bus Parts manual has been published. After confirmation of the first production bus, New Flyer's technical team prepares a breakdown for each major component to identify the lower level service/replaceable components to maintain the bus. This exercise takes place after manufacture of the first bus, to ensure the final configuration, which captures all product continuous improvements, WMATAs requested</p>	Approved	
162	STP 2.3 Contract Deliverables Table 1 Item 30 - Part Number Index	TS-10	<p>New Flyer clarifies the supply of a part number index can only take place after the build specific parts manual is published. This index will be supplied in MS Excel format and include all parts in the same order as they appear in the parts manual. One will be supplied with the Draft Parts Manual and another will be supplied with the Final Bus Parts Manuals.</p> <p>Vendor requests approval.</p>	Approved	

163	STP 2.3 Contract Deliverables Table 1 Item 31 - Current Parts Price List	TS-10	New Flyer requests acknowledgement that parts pricing lists are not generated. New Flyer can provide a Recommended Stocking List (RSL) which will include the prices for the parts listed, and pricing will be held for thirty (30) days. Thereafter pricing will be made available by WMATA's designated New Flyer Customer Service Representative. The RSL will include the part number, item description, lead time and recommended stock quantity	Approved	
164	STP 2.3 Contract Deliverables Table 1 Items 19, 20, 23, 24	TS-9,10	New Flyer clarifies Preventive Maintenance and Diagnostic procedures are not available as separate bus manuals. This information is included within the bus service manual as well as in the OEM component supplier published troubleshooting and service manuals. Vendor requests approval.	Denied	
165	STP 2.3 Contract Deliverables Table 1 Items 19, 20, and 21 - Quantity of Final Hard Copy Bus Manuals	TS-9,10	As the number of buses in a build is variable, New Flyer requests approval to supply 10 of each Service (Maintenance, Diagnostic) and Parts Manuals for each separate bus model build. If additional copies are required they can be purchased separately	Denied	
166	STP 3.2 Documentation	TS-12	New Flyer requests approval to publish "bus parts manuals, not "cross reference parts	See Authority Response	WMATA requires both parts manuals.
167	STP 3.2 Documentation	TS-12	New Flyer clarifies the most current OEM manuals are purchased and supplied on a one time basis, and New Flyer does not supply a revision service for OEM major component published manuals.	Approved	Vendor requests approval to provide bus parts manual updates for a period of twelve (12) years.
168	STP 9.2 Type, Function and Operation, STP 10-2 Type, Function, and Operation	TS-29	New Flyer requests clarification if WMATA will be supplying the front/rear lights as per the most recent bus build, or if the contractor is required to supply the lights.	See Authority Response	WMATA prefer vendor to supply and installed.
169	TS 5.8 Noise	TS-55	New Flyer requests approval for the specification language to be changed to read as follows: The bus-generated noise level experienced by a passenger at any seat location in the bus shall not exceed 80 dBA.	Approved	
170	TS 5.8 Noise	TS-55	New Flyer requests approval for the specification language to be changed to read as follows: Flyer requests approval for the specification language to be changed to read as follows: The driver area shall not experience a noise level of more than 75 dBA with the A/C off and 78 dBA with the A/C on with the following test conditions.	Approved	
171	TS 5.8 Noise	TS-55	New Flyer requests approval for the specification language to be changed to read as follows: The bus-generated noise at curb idle shall not exceed 68 dBA.	Approved	
172	TS 5.5 Interchangeability	TS-46	New Flyer requests approval for the specification language to be changed to read as follows: Unless otherwise agreed, all units and components procured within a given production run under this Contract, whether provided by Suppliers or manufactured by the Contractor, shall be duplicates in design, manufacture and installation to ensure interchangeability among buses in each order group in this procurement.	See Authority Response	Specification language remains. Approved equal granted.

173	TS 5.12 Interchangeability	TS-63	New Flyer requests approval for the specification language to be changed to read as follows: Any one component or unit used in the construction of these buses within a given production run shall be an exact duplicate in design, manufacture, and assembly for each bus in each order group in this Contract.	See Authority Response	Specification language remains. Request granted.
174	TS 9.1 Engine	TS-70	New Flyer requests confirmation that WMATA prefers the 39MT over the 42MT as previously provided	See Authority Response	WMATA prefers 42MT
175	TS 9.1 Engine	TS-70	New Flyer requests approval for the specification language to be changed to read as follows:  The exhaust system, air cleaner, air compressor, starter (if used), alternator, radiator, all engine accessories, and any other component requiring service or replacement shall be easily removable. Please see attachments #2 and #3 which show where the band clamps are used	Approved	
176	TS 10 Cooling Systems	TS-72	New Flyer requests approval for the specification language to be changed to read as follows: The cooling system in new condition shall have an ambient capacity of at least 110° F with 50/50 ethylene glycol extended life coolant and sea level operation.	Approved	
177	TS 10.1 Engine Cooling System	TS-73	New Flyer requests approval for the specification language to be changed to read as follows: A spring-loaded, lever valve to safely release pressure or vacuum in the cooling system shall be provided with both it and water filler no more than 60 inches above the ground. Coolant is filled via the coolant recover tank accessible from the rear engine door. Provide a test port for pressure testing of cooling system at surge tank.	Approved	
178	TS 10.1 Engine Cooling System	TS-73	New Flyer requests approval for the specification language to be changed to read as follows: Multiple cooling fans will be controlled by cooling system controller to maintain engine temperature	Approved	
179	TS 10.1 Engine Cooling System	TS-74	New Flyer requests approval to remove the requirement for the water filter. The reason for this change request is Cummins no longer requires the water filter due to additives included in the coolant, thus making the filter redundant.	Approved	
180	TS 10.3 Transmission Cooling	TS-75	New Flyer requests approval for the specification language to be changed to read as follows: New Flyer requests approval to provide a 3-year/150,000 mile warranty (whichever occurs first) on the Transmission Cooler.	Approved	
181	TS 11.1 Fasteners	TS-30	New Flyer requests approval to provide Grade 8 and/or Grade 5 nuts and bolts on areas where strength requirements dictate. New Flyer follows a Kanban system for hardware items. The hardware items are bought per the specifications and may be purchased from an overseas market. All materials are tested to ensure compliance to all applicable SAE	See Authority Response	Specification remain. Request granted.
182	TS 11.1 Fasteners	TS-30	New Flyer requests approval to provide Grade 8 and/or Grade 5 nuts and bolts on areas where strength requirements dictate. New Flyer follows a Kanban system for hardware items. The hardware items are bought per the specifications and may be purchased from an overseas market. All materials are tested to ensure compliance to all applicable SAE	See Authority Response	Specification remains. Request granted

183	TS 7.4 Operating Range, 17.2.1 Fuel Capacity	TS-69, TS-80	New Flyer requests approval for the specification language to be changed to read as follows: Shall be sufficient for the operating range of the coach when based on the average Altoona test cycle , at least 350 miles.	Approved	
184	TS 12 Retarder	TS-76	New Flyer requests clarification on a discrepancy in the activation of brake lights in the following two sentences:  The application of the retarder shall cause a smooth blending of both retarder and service brake function and shall not activate the brake lights. vs. Brake lights shall illuminate when the retarder is activated.	Approved	
185	STP 12.2 Bumpers	TS-32	New Flyer requests approval to remove the requirement for bumper extensions as this is not applicable to a low floor platform such as the Xcelsior.	Approved	
186	TS 13.1 Service	TS-77	New Flyer requests clarification if the Fumoto valve for engine and transmission oil drain plugs shall be shipped loose.	Approved	
187	TS 13.1 Service	TS-78	New Flyer requests approval for the specification language to be changed to read as follows: The filter shall be removable by a 3M mechanic in 25 minutes or less.	See Authority Response	Specification remains. Request granted.
188	TS 17.2 Fuel Lines	TS-81	New Flyer's requests approval to provide the following:  40ft and 60ft CNG buses: hoses from hard roof lines to engine that are 16.5" in length and supported. The hose is rigid and fixed to the end, requiring no additional support. 60ft CNG buses: CNG hose across the articulated joint exceeds 48". This hose is supported at approximately 15" intervals	Approved	
189	TS 17.2.1 Fuel Capacity	TS-81	New Flyer requests approval for the specification language to be changed to read as follows: Shall be sufficient for the operating range of the coach when based on the average Altoona test cycle , at least 350 miles.	Approved	
190	TS 17.2.2.6 Fuel Filler	TS-84	New Flyer requests approval for the specification language to be changed to read as follows: Fuel system shall be capable of being filled (for 350 mile range) from 500 psi to a settled pressure of 3,600 psi (US) in a maximum of seven minutes.	Approved	
191	TS 17.2.2.8 Defueling System	TS-85	New Flyer requests removal of the requirement for the CNG defueling port shall be an NGV-3.1/CGA-12.3 certified receptacle, as there is currently no NGV standard that is applicable to defueling receptacles.	Approved	
192	TS 17.2.2.8 Defueling System	TS-85	New Flyer requests approval for the specification language to be changed to read as follows for the CNG buses: Fuel system sized to allow a bus with 20,000 scf on board to defuel within 3.0 hours.	Approved	
193	New Flyer of America Inc.	TS-89	New Flyer requests approval for the specification language to be changed to read as follows: Each towing device shall accommodate a under- lift with a minimum 1.25 inch throat	See Authority Response	Specification remains. Request granted.

194	TS 26 Hoisting	TS-90	New Flyer requests approval for the specification language to be changed to read as follows: All jacking points/plates are as provided by New Flyer.	Approved	
195	TS 27.2 Strength	TS-91	New Flyer requests approval for the specification language to be changed to read as follows: The floor, with coverings applied, shall withstand a static load of at least 150 lbs applied through the flat end of a 2 inch diameter rod, with 1/32-inch radius, without permanent visible deformation	See Authority Response	Specification remain. Request granted.
196	TS 29.1 Design and Construction	TS-94	New Flyer requests approval for the specification language to be changed to read as follows:If fiberglass wheel housings are provided, standard fiberglass layup techniques shall be used with only the A surface gelcoat painted	See Authority Response	Specification remain. Request granted.
197	TS 29.1 Design and Constructions	TS-94	New Flyer requests clarification on WMATA's preference on the ability to chain buses, as previous bus builds have not provided rear provisions for tire chain clearance.	See Authority Response	Not required
198	TS 30.3.4 Kneeling	TS-98	New Flyer requests approval for the specification language to be changed to read as follows:The bus shall kneel at a maximum rate of 2.0 inches per second at essentially a constant rate	Approved	
199	TS 30.3.4 Kneeling	TS-98	New Flyer requests approval for the requirement of full-right side kneel capabilities to be removed	See Authority Response	Specification remain. Request granted.
200	TS 34 Turning Radius	TS-102	New Flyer requests approval for the specification language to be changed to read as follows: Maximum Turning Radius for 60 ft = 44 ft (outside front axle, TR0) 19.8 ft (inside rearmost axle, TR4).	Approved	
201	TS 37.1 General	TS-107	New Flyer requests approval for the specification language to be changed to read as follows:  Retained caps shall be installed to protect air connections in the engine compartment against dirt and moisture when not in use. Air and tow connections are located within a protective box above the front bumper. Please see attachment #7 for additional information.	Denied	
202	TS 37.3 Air Lines and Fittings	TS-108	New Flyer requests approval for the specification language to be changed to read as follows: Other lines necessary to maintain system reliability shall be flexible lines manufactured	See Authority Response	Specification remain. Request granted.
203	TS 37.3 Air Lines and Fittings	TS-108	New Flyer requests approval for the specification language to be changed to read as follows:	Approved	
204	TS 37.5 Air System Dryer	TS-108	New Flyer requests approval to provide a Haldex Gemini MDx air dryer .Please see Attachment #8 for additional information.	Approved	
205	TS 37.5 Air System Dryer	TS-108	New Flyer requests approval to provide a Graham White QBA15NX5 air dryer. Please see Attachment #9 for additional information.	Approved	

206	TS 40.1.2 Battery Cables	TS-112	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Except as interrupted by the master battery switch and 24V busbar, battery and starter wiring shall be continuous cables with connections secured by bolted terminals and shall conform to specification requirements of SAE Standard J1127 - Type SGT, SGX or GXL and SAE Recommended Practice J541. 2100 strand 4/0 cable or greater recommended.</p> <p>The reason for this change request is there is a jumper power cable in the fusebox which links the disconnect switch to the main 24V busbar. A power cable feeds the starter from main 24V busbar.</p> <p>New Flyer provides this configuration to minimize the amount of electrical connections that would be stacked on the 24V load side of the disconnect switch.</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
207	TS 40.1.4 Battery Compartment	TS-113	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Batteries shall be mounted in trays that are constructed of 304 or 316 stainless and Polyethylene to resist corrosion and shall easily slide out of the body for service or replacement.</p> <p>The reason for this change request is Vendor provides a polyethylene battery tray supported by a 316 grade stainless steel sub-frame. The enclosure is also polyethylene. This design is corrosion resistant, light weight and has proven to be extremely robust. Please note that the batteries are supported by 316 grade stainless steel U-channels, sized to provide the correct support for 2 8d batteries or 4 GP 31 batteries. Please see Attachment #10 which provides further information the battery tray. 316 stainless steel is</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
208	TS 40.1.5 Auxiliary Electronic Power Supply	TS-114	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>An Uninterruptable Power Supply (UPS) or Battery Management System (BMS) shall be provided.</p> <p>The reason for this change request is Vendor does not have an option for a uninterrupted power supply, however, vendor can provide a battery management system. Please see Attachment #11 for further information.</p>	See Authority Response	<p>The intent of the requirement is to eliminate the various individual back up batteries used to support the key-off power requirements of equipment such as CCTV and AFSS.</p> <p>Proposal will be subject to WMATA review.</p>

209	TS 40.3 Low Voltage/Low Current Wiring and Terminals	TS-118	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Where ultrasonic splicing is used, the splice shall be covered in mastic or hot-melt adhesive lined heat shrink tubing and T-splices may be used with 2 AWG or smaller wire.</p> <p>The reason for this change request is Vendor provides Raychem ES2000 heat shrink to protect the ultra sonic splices. This heat shrink is provided with a hot-melt adhesive that seals the splice. New Flyer requests clarification if the hot-melt adhesive considered mastic-lined. Please see Attachment #12 for additional information.</p> <p>On 60ft articulated buses Vendor also provides a T-splice on the 2 ga. cable that supplies power from the joint to the electrical panels in the front of the bus. Testing data shows that with Vendor's specialized high current T-splice actually has less resistance than the continuous cable. Using the T-splice also provides for less cable runs throughout the bus, lowering the possibility for power cables chaffing.</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
210	TS 43.3.3 Programmability (Software)	TS-123	<p>New Flyer requests approval for the specification language to be changed to read as follows: requests approval for the specification language to be changed to read as follows:</p> <p>The Manufacturer, or his agent, shall provide software tools with appropriately licensed functional authority to view the ladder logic programming of the multiplexed vehicle electrical system, to enable WMATA to facilitate troubleshooting vehicle electrical function(s) without requiring the assistance of the Manufacturer or his agent.</p> <p>The reason for this change request is vendor provides software tools with appropriately licensed functional authority to view the ladder logic programming of the multiplexed vehicle electrical system. If awarded this contract, New Flyer will work with WMATA to make programming changes when required</p>	Denied	
211	TS 44.3 Visors/Sun Shades	TS-124	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Adjustable sun visor shall be provided for the drivers windshield and a roller blind shall be provided for the drivers side window. Please see Attachments #13 and #14 for additional information on what has previously been provided to WMATA.</p>	See Authority Response	Specification remain. Request granted.
212	TS 44.3 Visors/Sun Shades	TS-125	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Adjustable sun visor shall be provided for the drivers windshield and a roller blind shall be provided for the drivers side window. The roller blind shall be capable of being lowered to the midpoint of the drivers side window. Please see Attachments #13 and #14 for additional information on what has previously been provided to WMATA.</p>	See Authority Response	Specification remain. Request granted.

213	TS 44.4 Drivers Controls	TS-126	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Operator side control panel shall have protection installed as required to prevent damage to panel or inadvertent operation of controls from contact with seat belt. Please see Attachment #15 for further information on what has previously been provided to WMATA. If New Flyer is awarded this contract we will collaborate with WMATA to implement a solution that ensures that the side console isn't damaged by retracting seat</p>	Denied	
214	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-126	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>The indicator panel shall be located in Area 1 or Area 5, within easy view of the operator instrument panel. Chimes/Alarms should have capability for multiple frequencies and pulse rates and volume. The reason for this change request is allowing the alarm to be extinguished could result in the root cause of the problem to not get immediately addressed which could cause more severe damage. Please note that the audible alarms indicate a serious issue that requires</p>	Approved	
215	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-127	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Device: Drive selector Description: Touch panel switch Location: Side console or dash right wing Function: Provides selection of propulsion: forward, reverse and neutral Visual/ Audible: Gear selection The reason for this change request is to provide a shift selector which is positioned on the right side of the instrument panel in easy reach of the driver. This layout allows for the defroster controls to be located on the left side of the instrument panel, giving the driver easy access to both of these controls. Please see attached approval drawing in Attachment #15 for further clarification on the location.</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.

216	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-127, TS-128	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Device: WC ramp / kneel enable (Not required)  Description: Two-position switch1  Location: Side console or dash right wing  Function: Permits operation of ramp and kneel operations at each door remote panel  Visual/ Audible: Amber light</p> <p>Device: Front door ramp/kneel enable (Not required)  Description: Two-position keyed switch1  Location: Front door remote or Dash right wing  Function: Permits ramp and kneel activation from front door area, key required1  Visual/ Audible: Amber light</p> <p>Device: Front kneel  Description: Three-position momentary switch  Location: Right side of steering wheel  Function: Permits kneeling activation and raise and normal at front door remote location  Visual/ Audible: Amber or red dash indicator. Ext alarm and Amber light  The reason for this change request is for kneeling controls New Flyer requests to provide a momentary/maintained three position switch. When positioned on raise the switch is in the maintained position, when positioned on lower the switch is in the momentary position. When kneeling the switch must be held in the lower position. This switch is located on the right side of the instrument panel. Please see approval drawing in Attachment # for further information.</p> <p>New Flyer provides a single three position switch for ramp controls which is located on</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
217	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-129	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Device: Microphone  Description: Lapel microphone  Location: Loose (Clipped onto driver's collar.)  Function: Permits driver to make announcements with both hands on the wheel and focusing on road conditions  Visual/ Audible:  The reason for this change request is to provide a lapel microphone for driver originated announcements. The lapel mic will be the same as what is being provided on the WMATA 40' CNG build that is currently in process</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.

218	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-129	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Device: Park brake release  Description: Pneumatic PPV  Location: Vertical side of the side console or dash center or side console  Function: Permits driver to push and hold to release brakes  Visual/ Audible:  The reason for this change request is to provide a park brake release valve on the horizontal surface of the side console. Please see approval drawing in Attachment # for further clarification. This pneumatic valve is located in close proximity to the main park brake valve for easy driver identification. The physical shape of the valve handle and the color is different from the main park brake valve to allow for quick driver identification. Providing this valve on the horizontal surface of the side console eliminates the possible obstruction that could have been present when this valve was located on the vertical side</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
219	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-129	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Device: Alarm acknowledge (Not required)  Description: Push button momentary  Location: Approved location  Function: Permits driver to acknowledge alarm and silence alarm condition  Visual/ Audible:  The reason for this change request is allowing the alarm to be extinguished could result in the root cause of the problem to not get immediately addressed which could cause more severe damage. Please note that the audible alarms indicate a serious issue that requires</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
220	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-130	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Device: Methane detection function  Description: Detection of system integrity  Location: Dash center or saw tooth panel  Function: Detects system failure  Visual/ Audible: No start condition, amber light</p> <p>Device: Methane detection  Description: Indication of 20% LED emergency light (LEL)  Location: Dash center or saw tooth panel  Function: Detects levels of methane  Visual/ Audible: Flashing red at 20% LEL</p> <p>The reason for this change request is to provide a Kidde mini CAN display that is mounted on the driver's saw tooth panel and not in the center of the dash. This display provides information related to the Kidde fire suppression and methane detection system. For further information on the mounting location see Attachment #15. This is the mounting location that will be provided on the WMATA 40' CNG build that is currently</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.

221	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-133	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Function: Instrument Panel Alarm Acknowledge (Not Required)  Standard Behavior / Operating Notes: Momentary switch permitting operator to silence alarm for existing condition(s) only. Additional Alarm requests will reactivate alarm, requiring additional acknowledge switch selection.</p> <p>The reason for this change request is allowing the alarm to be extinguished could result in the root cause of the problem to not get immediately addressed which could cause more severe damage. Please note that the audible alarms indicate a serious issue that requires</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
222	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-135	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Function: Rear Passenger Door (Not required)  Standard Behavior / Operating Notes: Two position guarded toggle switch in rear door service compartment moved to labeled DOOR OPEN position. Guarded position is labeled DOOR CLOSE.</p>	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
223	TS 44.5 Normal Bus Operation Instrumentation and Controls	TS-135, 136	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Function: Vapor CLASS System (Not required)  Standard Behavior / Operating Notes: Disable switch located in rear door service compartment.  When turned off: Class Disabled instrument panel indicator - D/N Dash Buzzer - D/N</p> <p>The reason for this change request is to provide a CLASS disable switch that would be located in the destination sign compartment and not the rear door compartment. An</p>	See Authority Response	WMATA requires visual and audible indication to alert CLASS system disabled or powered off.
224	TS 44.8 Driver Foot Switches	TS-142	<p>New Flyer requests approval for the specification language to be changed to read as follows: The inclined mounting surface shall be stainless steel.</p>	See Authority Response	Specification remains. Request granted.
225	TS 45.2 Storage Box	TS-143	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>An enclosed driver storage area shall be provided with a positive latching door and/or lock. The minimum size is 19inches X 9.5inches X 12inches.  Please see the storage box provided on previous WMATA bus builds in Attachment #16.</p>	Approved	
226	TS 47. Drivers Seat	TS-144	<p>New Flyer requests approval for the Recaro Ergo AM80 driver's seat as previously provided to WMATA</p>	Approved	<b>Recaro ERGO AM80 approved equal.</b>

227	TS 47.8.1 Exterior Mirrors	TS-149	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Street side and Curb side mirror head shall be same size as curb side. Mirrors with integrated turn signal on curb and street side mirror.</p> <p>The reason for this change request is this would require a collision detection system, which has not been requested in the specification.</p>	See Authority Response	No collision detection system requires.
228	TS 47.8.1. Exterior Mirrors	TS-148	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>The bus shall be equipped with two (2) 8"x12" 2/1 split mirror outside mirrors, top portion is flat, bottom portion is convex.</p> <p>These mirrors have been provided to WMATA on previous bus builds. Please see Attachments #17 (LH) and #18 (RH).</p>	Approved	
229	TS 47.8.2 Interior Mirrors	TS-149	New Flyer requests approval to provide a 8"x15" convex mirror for the Center Rearview Mirror. Please see Attachment #19, which has been provided on previous WMATA bus	Approved	
230	TS 47.8.2 Interior Mirrors	TS-149	New Flyer requests approval to provide a 6" convex mirror for the Front Entrance Area. Please see Attachment #20, which has been provided on previous WMATA bus builds.	Approved	
231	TS 47.8.2 Interior Mirrors	TS-149	New Flyer requests approval to provide a 6" flat mirror for the Upper Right-Hand Corner. Please see Attachment #43, which has been used on previous WMATA bus builds.	Approved	
232	TS 50 Drivers Side Window	TS-151	New Flyer requests clarification if WMATA requires a side window with egress or non-egress. Previous WMATA bus builds have included a driver's side window with egress as seen in Attachment #21	Approved	
233	TS 51.1 Configurations	TS-152	New Flyer requests approval for the specification language to be changed to read as follows:The windows shall be designed and constructed to enable a 3M mechanic to remove and replace one window in one hour.	See Authority Response	Specification remains. Request granted
234	TS 52 Capacity and Performance	TS-154	New Flyer requests approval for the specification language to be changed to read as follows:Require rear- and roof-mounted HVAC units on CNG articulated buses and roof-mounted HVAC units on Diesel articulated buses.	See Authority Response	WMATA will consider bus manufacturer recommendation and proposal for the location of HVAC.
235	TS 52 Capacity and Performance	TS-154	New Flyer requests clarification if the electric-driven A/C system is the default requirement.	See Authority Response	<b>This is not a default requirement.</b>

236	TS 52 Capacity and Performance	TS-154, TS-155	New Flyer requests approval for th specification language to be changed to reads as follows: An auxiliary heater fired by diesel fuel shall be provided on 40" and 60" diesel buses, to supplement the heat supplied by the enging and shall have an output necessary to meet the performance criteria specified as well as maintain engine manufacturers minumum	See Authority Response	CNG buses do not required auxiliary heater.
237	TS 53 Controls and Temperature Uniformity	TS-156	New Flyer requests approval for the specification language to be changed to read as follows:The climate control system shall be fully automatic and control the interior average temperature to within $\pm 2$ °F of specified temperature control set-point.	See Authority Response	Specification remains. WMATA will consider bus manufacturer recomendation and also APTA recomendation.
238	TS 54.4 Drivers Compartment Requirements	TS-158	New Flyer requests approval for the specification language to be changed to read as follows: Two (2) additional ball vents or louvers shall be located on the vertical front dash panel adjacent to the front door to allow direction of air onto the door windows and/or entrance	See Authority Response	Specification remains. Request granted.
239	TS 54.4 Drivers Compartment Requirements	TS-158	New Flyer requests approval for the specification language to be changed to read as follows: A separate ventilation system shall be provided to ensure driver comfort and shall be capable of providing fresh air in the foot area. The reason for this change request is the design of our front mask precludes an upper air vent from being provided.	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
240	TS 6.7 Ground Clearance	TS-66	New Flyer requests approval for the specification language to be changed to read as follows: Axle zone clearance, which is the projected area between tires and wheels on the same axial centerline, shall be no less than 5.6 inches. The reason for this change request is the 5.6 " clearance at the rear suspension bolts	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
241	TS 6.7 Ground Clearance	TS-66	New Flyer requests approval for the specification language to be changed to read as follows:Wheel area clearance shall be no less than 8 inches for parts fixed to the bus body and 6 inches for parts that move vertically with the axles.	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
242	TS 62.1 Side Body Panels	TS-161	New Flyer request clarification if impact panels are required.	See Authority Response	Impact panel is not required.

243	TS 66.1 Splash Aprons	TS-163	New Flyer requests clarification if only rear splash aprons are required, as front splash aprons have also been provided on previous WMATA bus builds. Please see Attachments #22,#23, #24 and #25.	Approved	Front and rear splash aprons are required.
244	TS 67.1 Access Doors	TS-163	New Flyer requests approval for the specification language to be changed to read as follows: Top hinged access doors are held open by two gas struts. Side console, radiator and fusebox access doors have two non-locking gas struts. The engine door has two struts, one of which is locking.	Denied	Must meet specifications, due to safety implications of weak or failure prone gas struts. Locking mechanisms required.
245	TS 68.2 Front Bumper, TS 86 Bicycle Rack	TS-164 , TS-205	New Flyer request clarifications on the requirements for the bicycle rack as TS 68.2 request provisions, while TS86 request installation.	See Authority Response	<b>WMATA required Sportsworks Apex - 2 Bike Rack.</b>
246	New Flyer of America Inc.	TS-165	New Flyer requests approval for the specification language to be changed to read as follows:  The bus manufacturer shall supply test samples of the exterior surface for each step of the painting process that may be subject to adhesion testing per ASTM G4541-87 and ASTM D4145-85. ASTM D4541-93 may be used for inspection testing during assembly of the vehicle. The exterior paint and graphics a comprised of base coat clear coat process and vinyl decals. Primarily the forward half of the bus is painted Axalta Silver Metallic 841 144EW and Axalta Clear Coat 842OS. The rear half of the bus is painted Axalta Red 830650EW and Axalta Clear Coat 842OS. The two paint colors are joined by a reverse "S" swooshing blue and white decal extending from the bottom of the bus to the top of the roof.	Approved	
247	TS 69.1 Appearance	TS-165-167	New Flyer requests approval for the Paint Standards as outlined in Attachment #27	Approved	Paint standards proposed in attachment #27 (Revision K,
248	TS 71 Exterior Lighting	TS-168	New Flyer requests approval for the specification language to be changed to read as follows: All exterior lights shall be designed to prevent entry and accumulation of moisture or dust and each lamp shall be replaceable in less than 5 minutes by a 2M mechanic helper. Integrated headlight assembly shall be replaceable in 15 minutes.	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.

249	TS 71 Exterior Lighting	TS-168	New Flyer request clarification on the requirement for 7' lamp, as 4' rear lamps have been provided on previous WMATA bus builds as per Attachment #28.	See Authority Response	WMATA requires 4" lamps.
250	TS 71.6 Service Area Lighting (Interior and Exterior)	TS-170	New Flyer requests approval for the specification language to be changed to read as follows:  Power shall latch on with activation of the multiplex system and shall be automatically discontinued (timed out) when the multiplex system goes to sleep to prevent damage caused by inadvertently leaving the service area lighting switch in the on position after repairs are made.  The reason for this change request is to provide power through a Vansco multiplex output that controls the supply of power to all service lights. The lights are not supplied	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
251	TS 73.5 Headlining	TS-172	New Flyer requests approval to provide the headlining as per Attachment #29.	Approved	Proposed material specified in attachment #29 is acceptable.
252	TS 73.6 Fastening	TS-173	New Flyer requests clarification if all fasteners must be stainless steel, or only exposed fasteners.	See Authority Response	All fasteners must meet specifications.
253	TS 73.6 Fastening	TS-173	New Flyer requests clarification as to the type of tamper-resistant fasteners that are required.	See Authority Response	Tamper resistant fasteners are required as specified.
254	TS 73.8 Floor Covering	TS-173	New Flyer requests approval to provide Altro Capri TFCR 2760 flooring.	Approved	Proposed floor covering material is approved.
255	TS 74 Fare Collection	TS-176	New Flyer requests clarification if WMATA will provide the transfer mounting, cutting and punching equipment or if this is to be provided by the contractor	See Authority Response	Transfer mounting, punching, and cutting equipment is not
256	TS 75.1 Floor Panels	TS-176	New Flyer requests approval for the specification language to be changed to read as follows:  The driveshaft access panel has a recessed area which is covered in flooring material to match the bus interior. The flooring material in this area is secured using approved adhesive and is edge sealed using approved sealant.	Denied	Specifications on floor access panels must be met.

257	TS 76 Passenger Seating	TS-176 - 180	<p>New Flyer requests approval for the seating layouts in the following attachments:</p> <p>Attachment #30: Default lower deck 40 foot buses  Attachment #31: Default upper deck CNG buses  Attachment #32: Default upper deck Diesel buses  Attachment #33: Default center deck, all models  Attachment #34: Alternate combination seating, lower deck, all 60 ft buses  Attachment #35: Default lower deck 60 foot buses  Attachment #36: Alternative combination seating, upper deck, all models  Attachment #37: Alternative perimeter seating, upper deck, all models  Attachment #38: Alternative perimeter seating, center deck  Attachment #39: Alternative perimeter seating, lower deck, 40 foot buses</p>	See Authority Response	WMATA may consider similar as attachment # 30. And must be cantilever seats.
258	Price Schedule Sheets and section 4 b) Preparation of Offers	6 to 41 and page 43	Please confirm that all price schedule sheets must be signed along with print name as requested by Section 4 b) Preparation of Offers (page 43) even if there is no specific place to enter the print name and signature.	See Authority Response	All Price Schedule Forms must be signed by offeror's official that can bind the offeror to a contract.
259	TS 76.1 Arrangements and Seat Style	TS-177	New Flyer request clarification on the reference to SP 12, as this does not appear in the RFP.	See Authority Response	WMATA requires cantilever seats. Style AMSECO "Insight".
260	TS 78.2 Dimensions	TS-187	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>For 60' articulated buses, the rear door clear width shall be a minimum of 32 inches with the doors fully opened. The rear door clear width shall be 30.3 inches with the door fully open on the 40' buses.</p> <p>The reason for this change request is to provide exit doors as per Attachments #40 and #41 as provided on previous WMATA bus builds.</p>	Approved;#See Authority Response	Clear opening on Reae Door on previous buses are 30.54"
261	TS 79.1 Loading Systems, 79.3 Loading System	TS-192, TS-193	New Flyer requests approval to provide the New Flyer ramp. Please see Attachment #45 for ramp details, including slope.	Denied	Technical specifications for wheelchair ramp must be met.
262	Price Schedule Sheets	6 to 41& Add 2	We kindly request to be provided with an Excel version of the Price Schedule Sheets.	See Authority Response	WMATA does not have the price schedule sheet in
263	TS 79.5.1 Loading System for Level Boarding	TS-193	New Flyer requests clarification if the bridge plate is required at both doors, or the rear door only	See Authority Response	Bridge plate not required in Low Floor Buses.
264	TS 80 Destination Signs	TS-196	New Flyer requests clarification if a heated destination sign is required.	See Authority Response	Destination sign glass covering the front sign shall be of
265	TS 81.2 Interior Displays	TS-197	New Flyer requests clarification if the title to this section should be "Exterior Displays".	See Authority Response	No exterior advertising provisions required.

266	TS 81.2 Interior Displays	TS-197	New Flyer requests additional information on the advertising provisions that are required (curbside, streetside, size, etc.).	See Authority Response	No exterior advertising provisions required.
267	TS 82 Passenger Stop Request/Exit Signal	TS-198	New Flyer requests approval for the specification language to be changed to read as follows: Button shall be clearly identified as "STOP."		Question appears to have been withdrawn
268	TS 82 Passenger Stop Request/Exit Signal	TS-198	New Flyer requests clarification if requirement is to provide button signal at each stanchion, and if the alternative requirement for "push button switches accessible by each seated passenger" is in addition to the stanchions	See Authority Response	<b>Only push button on rear door modesty panel vertical stanchion. Rest of the bus must be pull cords.</b>
269	TS 83.2 Automatic Voice Annunciation Systems (AVAS)	TS-202	New Flyer requests WMATA to provide Appendix C1 Intelligent Vehicle System.	See Authority Response	<b>Appendix C1 does not exist in WMATA specification anymore.</b>
270	TS 83.2.2 Speakers	TS-202	New Flyer requests approval for the specification language to be changed to read as follows: Total impedance seen at the input connecting end shall be 4-8 Ohms.	See Authority Response	Specification Language remains unchanged. Request granted.
271	TS 83.4.1 Drivers Speaker	TS-203	New Flyer requests approval for the specification language to be changed to read as follows:  Each bus shall have a speaker integrated into the handheld microphone. See Attachment #42 for further information on the handheld microphone. This is the same configuration that will be provided for the in process WMATA 40' CNG build.	See Authority Response	Delete hand held microphone because WMATA requires Lapel microphone.
272	Price Schedule Sheets A-601b, B-602b, C-603, D-604, E-605, AA-1201, BB-1201b, CC-1201, DD-1201 & EE-1201	7, 11, 14, 16, 19, 26, 29, 32, 34 & 36	Commercial 8:  Please clarify what WMATA means by "Submittals" in all Miscellaneous items required by the Price Schedule Sheets.	See Authority Response	<b>It is bus manufacturer responsibility to supply the list of part to maintain the buses in revenue service.</b>

273	TS 83.4.1 Drivers Speaker	TS-203	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>It shall be located within 8 feet of the operators seat and shall be connected to the operators area by waterproof, 2-1/4 inch inside diameter, metallic conduit if required. The reason for this change request is .56", 1" and 1.5" ID's - metallic conduits are not available. Please note that New Flyer's design allows for easy access to the wiring that's routed from that SDS box to the driver's area. If awarded this contract we will work with WMATA during the pre-production stage to ensure that our design will allow for wiring replacement and easy access to the equipment and connectors.</p>	See Authority Response	<b>It will be determined during pre-production meeting if awarded to New Flyer.</b>
274	TS 83.4.1 Drivers Speaker	TS-203	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Compartment shall have one (1) or two (2) separate locking compartments. For further information please see Attachment #44.</p>	See Authority Response	<b>TS 83.4.1 is for Radio Compartment not drivers speaker.</b>
275	Price Schedule Sheets A-601b, B-602b, C-603, D-604, E-605, AA-1201, BB-1201b, CC-1201, DD-1201 & EE-1201	7, 11, 14, 16, 19, 26, 29, 32, 34 & 36	<p>Request #: Commercial 9</p> <p>Please provide a specific list of what WMATA means by "Spare Parts (other than Spares listed in Attachment...)" in all Miscellaneous items required in the Price Schedule Sheets. We are concern on how Bidders can be equally evaluated on this requirement as it seems subjective / wide open.</p>	See Authority Response	<b>It is bus manufacturer responsibility to supply the parts list to maintain the buss in revenue service.</b>
276	TS 83.4.1 Drivers Speaker	TS-204	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>The compartment shall be fabricated in a durable fashion out of stainless steel, heavy-duty plastic or fiberglass material. For further information please see Attachment #44.</p>	See Authority Response	<p>For clarification, TS 83.4.1 refers to Radio Compartment and not Driver's Speaker.</p> <p>Request for proposed configuration regarding use of fiberglass material approved; specification language remains unchanged.</p>
277	TS 83.4.2 Handset	TS-204	<p>New Flyer requests clarification if only provisions are required for the handset, as the handset has been installed on previous bus builds.</p>	See Authority Response	Handset installation is required.
278	Price Schedule Sheets – Miscellaneous items prices and STP 2.3 Contract Deliverables – Table 1	7, 11, 14, 16, 19, 26, 29, 32, 34, 36 and TS-9 to TS-1	<p>Miscellaneous items require that maintenance manuals be included in these line items. Where should we include the cost for other manuals required by Contract Deliverables – Table 1 (i.e. parts, operator)?</p>	See Authority Response	<b>Yes maintenance manuals must be added.</b>

279	TS 85. Mobile Data Terminal (MDT)	TS-205	New Flyer's requests clarification if the Transit Control Head should be installed by the contractor.	See Authority Response	Question appears to have been withdrawn.
280	Section 5: Warranty Requirements - WR 1.1.1 Contractor and WR.1.1.2 Complete Bus	TS-206	New Flyer requests approval that all warranty (manufacturer and all vendors) start on the date of acceptance or 30 days after delivery of each bus (whichever occurs first).	Denied;#See Authority Response	WMATA requires the warranty to start on "The in service date"
281	Section 5: Warranty Requirements - WR 1.4 Fleet Defects	TS-209	New Flyer requests approval that a Fleet Defect shall apply only to the base warranty period in the section entitled Complete Bus.  Fleet defect warranty does not apply to normal wear-and-tear items or major components engine, transmission, HVAC. Major component manufacturers will not recognize and/or participate in fleet defect clauses, However, if the fleet defect specified percentage is reached on a major component, New Flyer will fully support and shall assist WMATA with obtaining a remedy from the major component manufacturer. If a remedy to a Fleet Defect proposed by the manufacturer is not acceptable to WMATA acting reasonably, New Flyer shall use commercially reasonable efforts to work with the major component manufacturer to develop an alternative remedy that is acceptable to WMATA, acting reasonably.	Denied	Proposal shall meet technical requirements for fleet defect/failure provisions.
282	Price Schedule Sheets A-3 item 1d & 3, A-4 item 1d & 3, B-3 item 1c & 3, B-4 item 1d & 3, C-3 item 1c & 3, D-3 item 1c & 3, D-4 item 1c & 3, E-3 item 1c & 3, AA-3 item 1c & 3, BB-3 item 1c & 2, BB-4 item 1c & 2, CC-3 item 1c & 2, DD-3 item 1c & 2 and EE-3	8, 9, 12, 13, 15, 17, 18, 20, 27, 30, 31, 33, 35 and 37	Please confirm that WMATA requests twice an Air Conditioning Compressor Assembly in all Spares List in the Price Schedule Sheets.	See Authority Response	No.
283	Section 5: Warranty Requirements - WR 2.1 Repair Performance	TS-210	New Flyer understands that we will be responsible for all warranty repairs that are beyond the scope of capability of WMATA. If WMATA requires New Flyer to perform these type of warranty covered repairs, the Contractor's representative will begin, subject to material availability, within ten (10) working days after receiving notification of a defect from WMATA. Contractor requests approval that WMATA shall make the Bus available to complete repairs timely with the Contractor's repair schedule.  For any warranty repairs that are within the scope of capability of WMATA, New Flyer requests approval that the warranty repairs should be performed by WMATA's trained personnel with reimbursement by New Flyer.	Approved	
284	QA 1.2.2 Basic Standards and Facilities, QA 2.2.3 Authority	TS-218, TS-220	New Flyer requests approval for the specification language to be changed to read as follows: WMATA may use typical devices on request (calipers, tape measure, etc.) however specialized equipment, for which more formal training is required, would be used by properly trained New Flyer employees in the event it is needed.	Approved;#See Authority Response	WMATA confirms OEM will provide operators along with specialized equipment as needed to confirm buses meet all specifications. specification language remains unchanged.
285	QA 2.1 Inspection Stations	TS-219, TS-220	New Flyer build sequence/process does not allow a water test prior to final finish application. All buses are water tested post-paint. New Flyer requests approval.	See Authority Response	WMATA approves request for water testing after painting.

286	Price Schedule Sheets A-3 item 1a to 1g, A-4 item 1a to 1g, B-3 item 1a to 1f, B-4 item 1a to 1g, C-3 item 1a to 1f, D-3 item 1a to 1f, D-4 item 1a to 1f, E-3 item 1a to 1f, AA-3 item 1a to 1f, BB-3 item 1a to 1f, BB-4 item 1a to 1f, CC-3 item 1a to 1f, D	8, 9, 12, 13, 15, 17, 18, 20, 27, 30, 31, 33, 35 and 37	Please confirm that WMATA requests a price breakdown of all "Power Plant Assembly" spares in the quantity mentioned in Item 1 of the Price Schedule Sheets.	See Authority Response	Confirmed
287	TS 7.2 Gradability	TS-68	New Flyer requests approval for the specification language to be changed to read as follows for the 60ft CNG buses: The propulsion system and drive train shall enable the bus to achieve and maintain a speed of 38 mph on a 2-1/2 percent ascending grade and 11 mph on a 10 percent ascending grade continuous.  Please see Attachment #46 for additional information.	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
288	TS 7.3 Acceleration	TS-68	New Flyer requests approval for the specification language to be changed to read as follows for the 60ft CNG buses:  Speed (mph) Maximum time (seconds) 10 5 20 11 30 22.0 40 37.0 50 60 Top speed 65 Please see Attachment #46 for additional information.	See Authority Response	Request for proposed configuration approved; specification language remains unchanged.
289	Price Schedule Sheets A3, item 1a to 1g, A-4 item 1a to 1g & B-4 1a to 1g	8, 9 of addendum 2 & 13 of addendum 2	We think we found typos on these pages. It should show item 1a to 1f instead of 1a to 1g.	See Authority Response	Ye, it is a typo
290	RFP part 1 of 2 – whenever it refers to Appendix B and/or Appendix B-1	8, 51, 61, 68, 69 & 140	There are several references to Appendix B and/or Appendix B-1 in RFP part 1 of 2 but we cannot find these appendices. Please clarify.	See Authority Response	Appendix B is for Disadvantaged Business Enterprise (DBE) and Appendix B-1 is for Small Business Enterprise (SBE). Since there is no DBE or SBE goal requirement for this

			<p>by case basis, where:</p> <p>-The parts ordered by WMATA are not received within two working days of the agreed upon time/date and a bus procured under this Contract is out-of-service due to the lack of said ordered parts, then New Flyer shall provide the WMATA, within twenty four hours of the WMATA's verbal or written request, the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by WMATA;</p> <p>And/or when:</p> <p>-New Flyer fails to honor the parts guaranty, or where New Flyer's supplier is unable to fulfil the request of the parts ordered by WMATA within 30 (thirty) days of the agreed upon delivery date, then New Flyer shall provide to the WMATA within 5 (five) days of WMATA's verbal or written request: the design and manufacturing documentation for those parts manufactured by the New Flyer and the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by WMATA. New Flyer's proprietary design and manufacturing documentation provided to WMATA shall be for its sole use in regard to the buses procured under this Contract and for no other purpose. The reason for this request is when sharing OEM information, there is potential risk of non-OEM suppliers to use OEM cross reference information to supply non-OEM parts, which can have a severe impact on the maintenance of the bus and at the same time, affect the warranty of the critical components on the bus. New Flyer's OEM information (i.e. manufacturer names and part numbers) is New Flyer's intellectual property. New Flyer ensures the dedicated supply of OEM quality parts for New Flyer customers over the life of the New Flyer Bus. New Flyer adheres to stringent quality assurance process to ensure only the optimum quality OEM parts are used throughout the manufacturing process and for service needs</p>		
291	STP 3.2 Documentation	TS-12		Denied	
292	STP 14. Electrification of CNG and Clean Diesel Buses & TS 78. Passenger Doors	TS-36 & TS-184	New Flyer requests clarification if the passenger doors are to be electric powered on the base bus as per section TS78, or if the electric powered doors are an alternate as per	See Authority Response	Electric door will not be part of electrification proposal and price. Electric door became standard for WMATA.
293	TS 5.9. Fire Sensing and Suppression Systems (FSS)	TS-59	<p>On behalf of Kidde, New Flyer is submitting the following for approval: The extinguisher cylinder is composed of aluminum.</p> <p>The Kidde system has previously been provided to WMATA.</p>	Approved	
294	TS 5.9. Fire Sensing and Suppression Systems (FSS)	TS-59	<p>On behalf of Kidde, New Flyer is submitting the following for approval: Kidde's standard pressure monitoring to be offered. The Kidde system has previously been provided to WMATA</p>	Denied	Specifications for cylinder pressure monitoring shall be met.
295	TS 5.9. Fire Sensing and Suppression Systems (FSS)	TS-59	New Flyer requests approval to provide a 450 degree F thermal spot sensor in the exhaust cavity. With the high temperatures in the exhaust cavity, the linear thermal detection wire is not provided.	See Authority Response	New Flyer and Kidde are currently testing the liner Thermal detection in the exhaust cavity at WMATA. If this test is successful WMATA will require the Armored LTD wire in

296	TS 5.9. Fire Sensing and Suppression Systems (FSS)	TS-59	<p>On behalf of Kidde, New Flyer is submitting the following for approval:</p> <p>The battery backup will operate the fire system for a 24 hour period.</p> <p>The Battery Management System will extend battery backup to operate the fire suppression system. New Flyer will work with WMATA to optimize battery backup for the fire suppression system.</p> <p>The Kidde system has previously been provided to WMATA.</p>	Approved	
297	TS 5.9.3. Optical Fire Detection	TS-61	<p>On behalf of Kidde, New Flyer is submitting the following for approval:</p> <p>Kidde's optical detector uses dual band detection.</p> <p>The Kidde system has previously been provided to WMATA.</p>	Approved	
298	TS 10.1 Engine Cooling System	TS-75	<p>On behalf of EMP, New Flyer is submitting the following for approval:</p> <p>Design life of the cooling system is 6 years. The overall life is directly proportional to transit duty cycle and geographical location.</p> <p>The EMP system has previously been provided to WMATA.</p>	Denied;#See Authority Response	Specification is very clear about requirement.
299	TS 32. Steering	TS-99	<p>New Flyer submits the following question on behalf of BAE:</p> <p>Please confirm that WMATA is still requesting Electrically Assisted Steering System as an "Alternate". The word "Alternate" was omitted from the latest version of the specification</p>	See Authority Response	<p>Confirmed.</p> <p>WMATA wishes to review proposals for hydraulic and electric configurations.</p>
300	Price Schedule Sheets of Addendum 2	22 of addendum 2	<p>We think we found a typo on this page. It should show 201-204 instead of 201-205 since there is no item 205 at page 10 of the Price Schedule Sheets.</p>	See Authority Response	Yes, it is a typo.
301	TS 37.2 Air Compressor	TS-107	<p>New Flyer submits the following question on behalf of BAE:</p> <p>Section 2, STP-14 states "THE CONTRACTOR SHALL PRESENT A PROPOSAL AND PRICE FOR FULLY ELECTRIFICATION OF BUSES. INCLUDING POWER STEERING, HVAC, DOORS. PROPOSAL SHALL BE FOR BOTH VANNER AND BAE SYSTEM FOR WMATA EVALUATION". However, Section 4 TS 37.2 does not request as an alternate solution for the electrification of the air-compressor for the vehicle braking and suspension systems which is typically standard on buses with electric accessories. Does WMATA intend to revise this section to request this option?</p>		<p>WMATA desires fully electrified bus proposal and pricing to include air compressor to support operation of brakes and suspension.</p>

302		TS-114	<p>New Flyer submits the following question on behalf of BAE:</p> <p>Section 2, STP-14 states "THE CONTRACTOR SHALL PRESENT A PROPOSAL AND PRICE FOR FULLY ELECTRIFICATION OF BUSES. INCLUDING POWER STEERING, HVAC, DOORS. PROPOSAL SHALL BE FOR BOTH VANNER AND BAE SYSTEM FOR WMATA EVALUATION". However, Section 4 TS 40.1.7 does not request as an alternate solution for the electrification of the 28V supply which is typically standard on buses with electric accessories. Does WMATA intend to revise this section to request this option?</p>	See Authority Response	WMATA desires proposals for full electrification that include alternate solutions for 28 volt coach supply power.
303	TS 40.1.8 Circuit Protection	TS-116	<p>On behalf of EMP, New Flyer is submitting the following for approval:</p> <p>EMP FiL-11 fans utilize 30 amp fuses for a 27 amp max load. 10+ years and 20,000+ cooling kits in the field utilizing these have shown no issues. The EMP system has previously been provided to WMATA.</p>	Approved;#See Authority Response	Request for individual sealed fuses installed to protect individual electric fans as part of the cooling system package is approved.
305	TS 40.3 Low Voltage/Low Current Wiring and Terminals	TS-117	<p>On behalf of EMP, New Flyer is submitting the following for approval:</p> <p>EMP harnesses do not include 10 percent excess wires for spares, but the complete harness is serviceable as a unit.</p> <p>The EMP system has previously been provided to WMATA</p>	Approved	Request to provide EMP cooling system containing wiring harnesses without 10% spare wires is approved.
306	TS 40.3 Low Voltage/Low Current Wiring and Terminals	TS-118	<p>On behalf of EMP, New Flyer is submitting the following for approval:</p> <p>EMP Cooling Kit fans utilize the same connector. The harness is labeled with a number correlating to the appropriate fan for connection. The EMP system has previously been provided to WMATA.</p>	Approved	Request is approved
307	TS 40.4 Electrical Components	TS-118	<p>On behalf of Vapor Bus International, New Flyer is submitting the following for approval:</p> <p>VBI proposes to provide service proven brushed DC motors that are life tested in excess of 1,000,000 door cycles and are designed to last the life of the vehicle. Vapor doors have previously been provided to WMATA</p>	Approved	Request to use brushed motors in Vapor door systems approved.
308	TS 40.4 Electrical Components	TS-118	<p>On behalf of EMP, New Flyer is submitting the following for approval:</p> <p>EMP fans have been tested to 25,000 hours in maximum temperature environment without failures. L 10 life of brushless fans are expected to be a minimum of 40,000 hours. The EMP system has previously been provided to WMATA.</p>	Approved	The use of EMP fans is approved.

309	TS 40.4 Electrical Components	TS-118	<p>On behalf of EMP, New Flyer is submitting the following for approval:</p> <p>EMP pumps/fans have integrated DC brushless electric motors and are easily serviced as a complete unit.</p> <p>The EMP system has previously been provided to WMATA.</p>	Approved	
310	76.1 Arrangements and Seat Style	TS-140	<p>New Flyer requests approval for the specification language to be changed to read as follows:</p> <p>Passenger seating capacity with this arrangement shall be no less than 39 not including the operator, with the specified seating arrangement on a 40' bus. On a 60' bus the seating capacity shall be no less than 59.</p> <p>The reason for this change request is that the maximum number of seats that can be included in a 60' bus without the use of rearward facing seats is 59. On previously WMATA builds where 61 seats were included this was accomplished through the use of</p>	Approved	
312	TS 47.Driver's Seat	TS-144	<p>New Flyer submits the following question on behalf of Recaro:</p> <p>Does WMATA require the items below, which have previously been provided, to be included with the driver's seat?</p> <ol style="list-style-type: none"> <li>1. SS riser</li> <li>2. 2-pt lap belt</li> <li>3. Holdsworth</li> <li>4. Adjustable D-ring</li> <li>5. Seatbelt alarm</li> <li>6. Seat cushion alarm</li> </ol>	Approved	
313	TS 48 - TS 51	TS-149 - TS-152	<p>New Flyer submits the following question on behalf of Arow Global:</p> <p>Does WMATA require the items below, which have previously been provided, to be included with the windows?</p> <ol style="list-style-type: none"> <li>1. Take 1 pamphlet box</li> <li>2. Acrylic liners</li> <li>3. Egress driver's window</li> <li>4. Single sash driver's window</li> <li>5. 5 infill pieces</li> </ol>	Approved	
314	TS 51.5 Rear Window	TS-152	<p>New Flyer requests approval for the specification to be changed to read as follows:</p> <p>Rear window requirement for clean diesel buses.</p> <p>The reason for this change request is on a CNG articulated bus, one HVAC unit is roof mounted on the front of the bus and one of the units is mounted at the rear shelf on the back, not allowing space for a rear window</p>	Approved	Request not to include rear window on articulated CNG coaches is approved.

315	TS 52. Capacity and Performance	TS-152	New Flyer submits the following question on behalf of BAE: This section does not address electrification of auxiliary heat; does WMATA require, or will it accept the electrification of the Auxiliary Heating System (to replace the diesel fuel-fired heater)?	See Authority Response	WMATA desires to review proposals that include electrification of auxiliary heating system, both with and without a diesel fired heater as needed to maintain interior temperature requirements.
316	TS 5.9. Fire Sensing and Suppression Systems (FSS)	TS-61	On behalf of Kidde, New Flyer is submitting the following for approval:  Kidde's standard system maintenance applies. The Kidde system has previously been provided to WMATA.	Approved	
317	Price Schedule Sheets of Addendum 2	23 of Addendum 2	We think we found a typo on this page for Option Year 3. It should show D-604a & D-604b instead of D-604a since that is the way it is shown on page 16 and 17 of the Price Schedule Sheets.	See Authority Response	Yes it is a typo.
318	Price Schedule Sheets of Addendum 2	9, 12, 13, 14, 16, 17, 19, 20, 21, 22, 23, 25, 40, 42	To ease Proposer review of the changes to the Price Schedule Sheets, we kindly request WMATA to reissue all the Price Schedules Sheets and not just some sheets. We reiterate that we would like to receive them in an Excel format (ref.: RFA-Question Commercial 17)  Rationale: We cannot just remove and replace the Price Schedule pages into the original RFP since some pages were added and now some page numbers are doubled. This will ease the use of the latest Price Schedule Sheets in Offerors Proposals.	See Authority Response	WMATA will provide Microsoft Word version format of the Price Schedule Sheet.
319	TF3 b 14 - Technical Submittal Documents	51	Since there is no hybrid bus model requested by this RFP, should item 14 of this section be deleted?	See Authority Response	There are no hybrid buses in this RFP
320	TF7 a Demonstrator (TEST) Vehicle at WMATA	53	This section requires that Offerors determined to be in the competitive range provide a demo bus for 4 weeks. Does WMATA require a demo for each bus model?	See Authority Response	WMATA does not have any NOVA bus in the fleet. It is required demo bus of each model tested for four weeks in
321	19 Pre-Award information/Contractor Responsibility, subsection (c) (3)	55	Section 19 c) 3) refers to Forms B-12 & B-13 for DBE certifications but we cannot find those forms in this RFP.  Please provide such certifications or clarify if DBE certification is instead covered by The Representation & Certifications document found at page 61 & ss.	See Authority Response	This section will be removed since DBE requirement not applicable. Company have to get TVM DBE Goal Approval from FTA.
322	Pre-Award Evaluation Data	73	“Attach as Schedule Five (5) financial statements and letters from banks regarding credit as required by the “Pre-Award Information” article.” We are currently only working with 1 bank for all our day-to-day activities and 2 others for letter of credits only, so a total of 3 different bank in the USA. Will you accept only 3 letters from banks regarding credit and 5 financial statements? Please confirm.	See Authority Response	If offeror is banking only with one bank, offeror must provide five (5) statements from previous months and letters from banks regarding credit as required by the "Pre-Award information.

323	Pre-award Evaluation Data	73	<p>“12. Attach as Schedule Five (5) financial statements and letters from banks regarding credit as required by the “Pre-Award Information” article.”</p> <p>What do the letters need to contain for WMATA to find them satisfactory?</p>		This is a requirement for the submittal. In order word, the letter and bank statement have be part our your company submittal.
324	8 Liquidated Damages for Delay	82	<p>Does the Liquidated Damages apply to late delivery of buses or to any late delivery? (i.e.: training, manuals, etc.)</p>	See Authority Response	Late delivery on buses only.
325	8-Liquidated Damages for Delay	83	<p>“The liquidated damages for each and every day (per day), of unexcused delay, the sum of three thousand, four hundred and thirty-six dollars (\$3,436.00) that is hereby agreed upon not as a penalty, but as liquidated damages.”</p> <p>We request to reduce the amount of liquidated damages to 100\$ per business day/per bus. This is more in line with the Industry standard.</p>	Denied	
326	8-Liquidated Damages for Delay	83	<p>“The liquidated damages for each and every day (per day), of unexcused delay, the sum of three thousand, four hundred and thirty-six dollars (\$3,436.00) that is hereby agreed upon not as a penalty, but as liquidated damages.”</p> <p>We request to reduce the amount of liquidated damages to 100\$ per business day/per bus. This is more in line with the Industry standard.</p>	Denied	
327	Chapter VI Clause 2 Termination for default – FTA paragraph (b)	94	<p>Given the complexity of the supply chain and the necessary time to investigate a default, the Proposer requests to replace “ten (10) days” by “thirty (30) days” in paragraph (b) of clause 2 of Chapter VI, which is a time frame common in the industry. If it remains ten days, in most cases the Contractor will seek an extension from the Contracting Officer). The Contractor will in any case do the utmost to cure a default in a minimum period of time.</p> <p>Please confirm acceptance.</p>	See Authority Response	(a) In the event the Contractor’s material breach pursuant to paragraph (a), the Contracting Officer is authorized to direct a written notice (a “Notice to Cure”) to the Contractor, specifying the nature of the breach and stating that the Contractor hasten (10) thirty (30) days to cure the breach or such additional time as the Contracting Officer authorizes. If the Contractor fails to cure the breach in the time specified in the Notice to Cure, the Contracting Officer may terminate this Contract, in whole or designated

328	Chapter VII, clause 1 (b) and clause 2	100	<p>It is unlikely that third parties sue directly the Authority for any claim arising from or attributable to any effluent or other hazardous waste, residue, contaminated soil or other similar material discharged from, removed from, or introduced on, about or under the job site. Job site work covers more than the performance of this Contract. Further, for this kind of claim, the Contractor does not undertake insurance coverage.</p> <p>1-As the Contract requires in clause 2 that it has to declare that it will carry out by contract award all the insurance coverage required under this RFP, the Proposer request that paragraph (b) of clause 1 be deleted in its entirety. Otherwise, the Proposer will be in breach of clause II.</p> <p>Having requested that, please be assured The Contractor does not seek to escape liability.</p> <p>2-A second way of making the Contract possible to comply with by the Contractor is to modify clause II as follows:</p> <p>“If you do not currently carry all of the required insurance for this RFP, a current certificate of insurance (COI) evidencing the insurance you do carry and a letter from your insurance agent/broker stating that ‘if our client (you) are awarded the contract, the required coverage will be provided’ will suffice. The foregoing does not apply to indemnification obligation regarding environmental damage as set forth in clause I paragraph (b) above”</p>	See Authority Response	Paragraph (b) of clause 1 will be removed it its entirety.
329	Chapter VII, Exhibit A – clause II, Clause 8	101	<p>It is not practicable for the Contractor to have the minimal insurance requirements incorporated in subcontracts at any tier. The Contractor has numerous subcontractors and contracts for many of them do pre-exist this Contract. Additionally, all the subcontractors may not have the required insurance coverage. Finally, in any case the Contractor remains at all times answerable to the Authority for any damage caused by its subcontractors and suppliers. Insurance coverage taken out by the Contractor includes all the parts supplied within the bus.</p> <p>Therefore, the Proposer requests to have paragraph 8) of clause II of Exhibit A deleted in its entirety and marked as “RESERVED”</p> <p>Please confirm acceptance.</p>	Approved;#See Authority Response	This will requirement will be removed.
330	Chapter VII, Exhibit A – clause II, clause 8	10	<p>“8) Contractor must incorporate these Minimum Insurance Requirements into contract requirements of all subcontractors of every tier; however, Contractor, at its sole peril, may amend these Minimum Insurance Requirements for its subcontractors, but doing so does not relieve Contractor from its respective liability to WMATA.”</p> <p>We kindly request to remove this requirement.</p>	Approved	This requirement will be removed.

331	Chapter VII, Exhibit A – clause VI, clause 1	102	<p>“Additional Insured  1) Contractor and subcontractors of every tier are required to add WMATA and WMATA Board of Directors as additional insured on all required insurance including excess liability policies, with the exception of Workers’ Compensation and Professional Liability.”  Proposer will accept the requirement to add in his own policy WMATA as an additional insured. However, we request to remove the requirement where subcontractors need to do it as well.</p>	Approved;#See Authority Response	Subcontractor requirement will be removed.
332	3 Title and Risk of Loss & GC 4.2 Risk of Loss	103 & TS-4	There are two clauses of Risk of Loss in this RFP. Which clause prevails?	See Authority Response	Both. FQ18001 Part 1 of 2 will be revised the include
333	3 Title and Risk of Loss & GC 4.2 Risk of Loss	103 & TS-4	There are two clauses of Risk of Loss in this RFP. Which clause prevails?	See Authority Response	Both. FQ18001 Part 1 of 2 will be revised the include
334	Chapter VIII clause 4 Rights in Technical Data - Unlimited	106 to 108	<p>Technical data is a very sensitive asset for the Proposer. Disclosure or use out of the purpose of use and maintenance of delivered buses of Proposer’s information may have a materially adverse impact on the Proposer’s conduct of business and may cause substantial injury to the competitive position of the Contractor. However, the Proposer acknowledges that the Authority may need access to and rights of use of some technical data in order to operate the bus for revenue service and to assure proper maintenance of the bus. The Proposer is ready to grant the rights strictly necessary to correspond to the Authority’s needs.</p> <p>-Proposers therefore requests that section (b) be modified as follows:</p> <p>“(b)The Authority or its designated representative shall have the right, for the sole purpose of revenue service of the buses and associated maintenance, to use, duplicate for internal use only or disclose only to its subcontractors for the purpose of maintenance of buses technical data, including computer software, in whole or in part, in any manner and for any purpose whatsoever, and to have or permit others its maintenance subcontractors to do so that is contained in or derived from:  (...)”</p> <p>Please confirm acceptance.</p> <p>-In addition, Proposer requests that section (c) be modified as follows:</p> <p>(c) The Authority shall have the right to use, for the sole purpose of revenue service of the buses and associated maintenance, duplicate for internal use only, or disclose only to its subcontractors for the purpose of maintenance of buses technical data other than as defined in paragraph (a), in whole or in part. Such technical data shall not, without the written permission of the party furnishing such technical data, be:</p> <p>(1) Released or disclosed, in whole or in part, outside of the Authority,</p>	See Authority Response	“(j)Except as otherwise set forth above, without prejudice of paragraph (b) and (c) above[PM1] , all the intellectual property rights and titles held by the Contractor in any technical data as defined in paragraph a or other technical data including computer software shall remain the property of the Contractor or the supplier of the Contractor. It is understood that the Authority shall not have the right to disclose to any person such drawings, data, and other papers which are trade secrets or are submitted by the Contractor or derived from information obtained from the Contractor and which, if disclosed, would cause substantial injury to the competitive position of the Contractor.
335	13 Metric System	116	Does WMATA prefer metric measurements or imperial measurements in Offerors’	See Authority Response	WMATA uses the metric measurement to measure

336	28-Progress Payment	137	<p>“The amount of retainage withheld shall not exceed ten percent (10%) of the approved, estimated amount in accordance with the terms of this Contract and may be adjusted as the Contract approaches completion to recognize better than expected performance, the ability to rely on alternative safeguards, and other factors. Upon completion of all Contract requirements, retained amounts shall be paid promptly”</p> <p>We would kindly request to reduce the retainage to an amount of 5% of bus price. An holdback of 10% is affecting our cashflow negatively and we think that 5% is more in line with the industry standard and give the reasonable security to the contractor that all deliverables will be provided.</p>	Denied;#See Authority Response	This will not be reduced; it will remain as it is in the solicitation, RFQ18001.
337	30- Bonding Requirement-General	138	<p>We request to read this requirement as follows:</p> <p>“(b) When it is determined that a performance bond is required, the Contractor shall be required to obtain performance bonds, as follows:  (1) The penal amount of performance bonds shall be one hundred percent (100%) ten percent (10%) of the original Contract price, unless WMATA determines that a lesser amount would be adequate for its protection.  (2) WMATA may require additional performance bond protection when the Contract price is increased. The increase in protection shall generally equal one hundred percent (100%)ten percent (10%) of the increase in Contract price. WMATA may secure additional protection by directing the Contractor to increase the penal amount of the existing bond or to obtain an additional bond.”</p> <p>Rationale: We would kindly request to reduce the performance bond to an amount of 10% of contract price. This amount is more in line with the standard of Industry. A 100% performance bond has a higher cost that, in the end, will be pass along to the contractor. We think that a 10% performance bond will provide enough security to the contractor.</p>	Denied;#See Authority Response	Perfromance bond will be reduced from 100% to 25%.
338	30- Bonding Requirement-General	138	<p>“(c) A payment bond is required only when a performance bond is required, and if the use of payment bond is in WMATA's interests. When it is determined that a payment bond is required, the Contractor shall be required to obtain payment bonds as follows:  (1) Fifty percent (50%) of the Contract price, if it is not more than \$1,000,000;  (2) Forty percent (40%) of the Contract price, if it is more than \$1,000,000, but not more than \$5,000,000; or  (3) Two and one half million (\$2,500,000), if the Contract price is increased.”</p> <p>We kindly request to remove this requirement. Proposer does not carry on that coverage</p>	Approved;#See Authority Response	This section will be removed

339	30- Bonding Requirement-General	138	<p>“(d) Advance Payment Bonding Requirements. The Contractor may be required to obtain an advance payment bond, if the Contract contains an advance payment provision and a performance bond is not furnished. WMATA shall determine the amount of the advance payment bond necessary to protect it.</p> <p>(d) Patent Infringement Bonding Requirements (Patent Indemnity). The Contractor may be required to obtain a patent indemnity bond, if a performance bond is not furnished and the financial responsibility of the Contractor is unknown or doubtful. WMATA shall determine the amount of the patent indemnity required to protect it.”</p> <p>We kindly request to remove these two bonding requirements. This is not typical coverage in the industry and we do not carry on that kind of coverage. We think that with a bid bond, a performance bond and a warranty bond, the contractor is well secured for the contract execution</p>	Approved;#See Authority Response	This section will be removed.
340	30- Bonding Requirement-General	138-139	<p>We request to read this requirement as follows:</p> <p>“Warranty of the Work and Maintenance Bonds. The Contractor warrants to WMATA, the architect and/or engineer that all materials and equipment furnished under this Contract will be of highest quality and new, unless WMATA specifies otherwise, free from faults and defects and in conformance with the Contract. [...]These bonds shall secure the Contractor's obligation to replace or repair defective materials and faulty workmanship for a minimum period of one (1) year after final payment and shall be written in an amount equal to one hundred percent (100%) two percent (2%)of the Contract amount, as adjusted.</p> <p>Rationale: We would kindly request to reduce the warranty bond to an amount of 2% of contract price. This amount is more in line with the standard of Industry. A 100% warranty bond has a higher cost that, in the end, will be pass along to the contractor. We think that a 2% warranty bond will provide enough security to the contractor.</p>	Denied;#See Authority Response	This requirement of the RFP will not be changed.
341	29-Bonding-Proposal Security	138	<p>“Proposal Security. A proposal bond must be issued by a fully qualified surety company acceptable to WMATA and listed as a company currently authorized under 31 C.F.R. Part 223 as possessing a Certificate of Authority as described thereunder”</p> <p>Proposer kindly request if a letter of credit from an US bank can be acceptable as a proposal bond and other security that might be requested in the RFP?</p>	See Authority Response	Cash, certified checks or irrevocable letter of credit issued by an insured United States financial institution, or Parent Company Guarantee in the equivalent amount of the security.
342	Life Cycle Cost Form / Additional Costs	148-149	<p>“***** Additional Costs include any costs not captured under labor, maintenance or fuel costs such as special tools, training, etc.”</p> <p>We understand that we need to add the price of the Spare “Complete Education Program” into the LCC form. Please confirm our understanding.</p>	Approved	

343	Combined Glossary of Definitions and GC 1. Definitions / Subcontractor and Supplier Definitions	155-156 and TS-3	<p>Combined Glossary of Definition  “Subcontractor: An individual, firm, partnership, or corporation that has a contractual obligation with the Contractor or other subcontractors or suppliers.”</p> <p>“Supplier: A subcontractor who is a manufacturer, fabricator, supplier, distributor, or vendor.”</p> <p>GC 1 Definitions  “Subcontractor: Any manufacturer, company or Agency providing units, components or subassemblies for inclusion in the bus that are installed by a Subcontractor. Subcontractor items shall require qualification by type and acceptance tests in accordance with requirements defined in “Section 8: Quality Assurance.”</p> <p>“Supplier: Any manufacturer, company or Agency providing units, components or subassemblies for inclusion in the bus that is installed by the Contractor. Supplier items shall require qualification by type and acceptance tests in accordance with requirements defined in “Section 8: Quality Assurance.”</p> <p>There are 2 different definitions of subcontractor and supplier in WMATA’s RFP.</p> <p>For more clarity, we request to remove the subcontractor and supplier definition in the Combined Glossary of Definition and keep the subcontractor and supplier definition of GC 1 Definitions.</p>	Denied	The definition in the glossary will not be changed.
344	Addendum 2 – Table of contents page	none – rev 03/17	<p>We don’t understand why we received a change on the table of contents for Chapter X to Combined Glossary of Definitions.  We see that the pages changed on the addendum version but it doesn’t match the page number of the original RFP.  Please clarify.</p>	See Authority Response	This will be corrected and revision of Part 1 of 2 of the RFP will be updated, posted on WMATA website and email to vendors that attended the Pre-Proposal Conference and Skype Conference.
345	Addendum 2 – page 97	97	<p>We cannot find the changes made by WMATA on this specific page. Please clarify.</p> <p>Note: If we may, we propose to WMATA to highlight the changes made to the different pages amended through addendum to ease Proposer review of addenda. This may be done by using a different font color, use italic font, etc.</p>	Approved;#See Authority Response	Addendum 2 will be emailed and posted.
346	GC4.1 Inspection, Testing and Acceptance / General	TS-4	<p>“then acceptance of the bus by the WMATA occurs on the 30th day after delivery. If the bus fails these tests, it shall not be accepted until the repair procedures defined in “Repairs After Nonacceptance” have been carried out and the bus retested until it passes”</p> <p>We kindly request the contractor to reduce the acceptance delay from 30days to 15 days. A 30-days acceptance delay impacts negatively the cashflow of proponent and we think that 15 days allows enough time to execute post-delivery tests. We strongly think that the delay of 15 days for acceptance is fair and acceptable for both parties.</p>	See Authority Response	WMATA does not have any NOVA bus in the fleet. WMATA like to have a test bus for a 30 days to revie.

347	Pilot Bus STP 1.1	TS-6	Nova Bus is requesting to have the following wording to represent the standard industry guidelines: The pilot vehicle shall be produced and delivered to WMATA for a minimum of (30) thirty days prior to initiation of any production activities for the remaining vehicles (...).No later than seven (7) days after the end of the 30-day test, WMATA shall issue a written report (...).	See Authority Response	Confirm
348	Pilot Bus STP 1.1	TS-6	Nova Bus is requesting to have the pilot bus requirement removed. This item would have a significant impact on the delivery schedule which will allow Nova Bus to deliver at least 6 months earlier. Instead, Nova Bus would provide a demo bus with a similar configuration to allow a complete review by WMATA. Also, Nova Bus would be able to provide test reports to define technical requirement.	Denied;#See Authority Response	WMATA does not have NOVA bus in the fleet. It is required by safety/operation/maintanance and transportation department to review for a month.
349	STP. 2.2 Delivery Schedule	TS-8	Nova Bus is requesting to have the delivery rate of 10 buses per week removed to allow a quicker delivery of buses. Instead, a detailed delivery schedule can be provided at the pre-production meeting to allow the Agency to prepare for the delivery of buses in advance. This detailed schedule would include how many buses would be delivered per week.	Approved	
350	STP. 2.2 Delivery Schedule	TS-8	Nova Bus is requesting to change the delivery requirements for the Base Year to: Delivery shall be completed within 80 weeks after delivery of the executed Contract Documents	Denied;#See Authority Response	All buses must be deliver as mentioned in the RFP
351	STP. 2.2 Delivery Schedule	TS-8	Nova Bus is requesting to change the delivery requirements for the Base Year to: Delivery shall be completed within 80 weeks after delivery of the executed Contract Documents.	Denied;#See Authority Response	Delevery schedule must be as mentioned in the RFP
352	TS 2 Definitions and TS 5.4 Maintenance and Inspection	TS-40 and TS-47	Special Tools definition in section TS 2 is "Tools not normally stocked by the Authority". Section TS 5.4 stipulates "Contractor shall provide a list of all special tools and pricing required for maintaining this equipment."  Please confirm that WMATA only need to be provided with maintenance/diagnostic tools and not overhaul tools.	See Authority Response	What special tools and equipments NOVA bus offer to maintainance/diagonostic and overhaul tools. WMATA does not have any NOVA bus in the fleet.

353	TS 2 Definitions and TS 5.4 Maintenance and Inspection	TS-40 and TS-47	<p>Special Tools definition in section TS 2 is “Tools not normally stocked by the Authority”. Section TS 5.4 stipulates “Contractor shall provide a list of all special tools and pricing required for maintaining this equipment.”</p> <p>Please confirm that Offeror’s shall not include for instance Cummins engine, Allison transmission and Thermo King diagnostic/maintenance tools since they should already be stocked by the Agency.</p>	See Authority Response	Buses will be manufacturing by NOVA and NOVA Bus must provide all special tools and pricing for maintenance.
354	TS 2 Definitions and TS 5.4 Maintenance and Inspection	TS-40 and TS-47	<p>Special Tools definition in section TS 2 is “Tools not normally stocked by the Authority”. Section TS 5.4 stipulates “Contractor shall provide a list of all special tools and pricing required for maintaining this equipment. Said list shall be submitted as a supplement to the Pricing Schedule”</p> <p>Please confirm that Special tools required by section TS5.4 should be included in each Miscellaneous items of the Price Schedule Sheets, that the same amount be included in the Life Cycle Cost document and finally that this list of Special Tools be submitted as a supplement to the Pricing Schedule.</p>	Denied	
355	TS 5.6 Training	TS-52	<p>“4. SCORM compliant and compatible with WMATA,s Learning Management System Computer Based Training modules appropriate for refresher training”</p> <p>Please clarify if the Learning Management System Computer Based Training is part of the base training program or if it is requested as an option.</p>	See Authority Response	Computer Based training will be as an option.
356	TS 10.3 Transmission Cooling and WR 1.1.4 Propulsion System and WR 1.1.6 Subsystems	TS-76, TS-205 & TS-206	<p>“The transmission cooler shall be included in the 5 year/300,000 mile transmission warranty,including collateral damage between the transmission and transmission cooler”</p> <p>If WMATA decided not to take the 5 years/300 000 miles transmission warranty offered as an option according to WR 1.1.4, the warranty on the transmission and the transmission cooler will only be the base coverage : 2 years / unlimited as requested by WR 1.1.4 and WR 1.1.6. Please confirm acceptance</p>	See Authority Response	WMATA will take 5 year/300,000 miles warranty.
357	WR 1.1.1 Contractor Warranty and WR 1.1.2 Complete Bus	TS-205	<p>We request your approval to read the section WR 1.1.1 and 1.1.2 as follow: WR 1.1.1 “All warranty (manufacturer and all vendors) must start from the day buses send to revenue service by WMATA but not longer than 21 days after acceptance.” WR 1.1.2 “The complete bus, [...] for one year or 50,000 miles, whichever comes first, beginning on the date of revenue service but not longer than 21 days after acceptance. The warranty is based on regular operation of the bus under the WMATA’s operating conditions.”</p> <p>Rationale:Having a maximum date after acceptance of the bus is an industrial standard. The APTA standards specify 15 days, we propose 21 days.</p>	See Authority Response	Warranty starts day of revenue service.

358	WR 1.1.6 Subsystems	TS-206	<p>We request your approval to offer a 2 years / 100 000 miles parts only warranty onDoor systems:</p> <p>We request this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our supplier.</p>	See Authority Response	Must comply the specification.
359	WR 1.1.6 Subsystems	TS-206	<p>We request your approval to offer a 1 year / 50 000 miles warranty onBrake system.</p> <p>We request this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our supplier.</p>	Denied	
360	WR 1.1.7 Extended Warranty	TS-206	<p>We request your approval to offer a 1 year / 50 000 miles warranty on all Coolant Pipes, all Hoses, all OEM Electrical Wiring and Harnesses.</p> <p>We request this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our suppliers.</p>	Denied	
361	WR 1.1.6 Subsystems	TS-206	<p>We request your approval to offer a 1 year / 50 000 miles warranty onpower steering.</p> <p>We request this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our supplier.</p>	Denied	
362	WR 1.1.6 Subsystems	TS-206	<p>We request your approval to offer a 1 year / 50 000 miles warranty onStarter.</p> <p>We request this coverage since the required warranty period would be in effect beyond the standard or extended warranty periods offered by our supplier.</p>	Denied	
363	WR 1.1.6 Subsystems	TS-206	<p>Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below: ..... Surveillance system including cameras and video recorders</p> <p>Please clarify whether an extended warranty is required for the camera system and if so, for how many years total (3, 4 or 5 years).</p>	See Authority Response	Camera system requires 5 years of warranty.
364	WR 1.1.6 Subsystems	TS-206	<p>Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below: ..... Surveillance system including cameras and video recorders</p> <p>Please clarify whether the new buses will be added to the existing Gold Onsite service contract with the current camera system supplier or whether a new contract will be required.</p>	See Authority Response	Please clarify what is Gold Onsite service contract?

365	WR 1.3.1 Pass-Through Warranty	TS-208	<p>Certain suppliers such as: Cummins, Allison, ZF and others request direct warranty process with the agency.</p> <p>We cannot by-pass the suppliers warranty claim process and consequently, we respect these supplier agreements regarding warranty process in terms of delegated responsibility. Please confirm acceptance of this process.</p>	Denied	
366	WR 1.3.1 Pass-Through Warranty	TS-208	<p>We would like to clarify that the following major component equipment suppliers "engine, transmission, HVAC and destination sign" mandate that all warranty repairs be performed by an authorized dealer of the components. If the property elects to perform these repairs without the written permission of the original equipment manufacturer, the remaining warranty coverage may be void. Please confirm acceptance.</p>	Denied	
367	WR 1.4.2 Exceptions to Fleet Defect Provisions	TS-209	<p>We request your approval to add the following exception to the fleet defect provision: Since, major components manufacturers such as engine, transmission and HVAC may not recognize and/or participate in fleet defect clauses, we request to exclude them from the fleet defect clause.</p>	Denied	
368	WR 2. Repair Procedures	TS-209	<p>Does WMATA normally perform its repairs under warranty?</p>	See Authority Response	If bus manufacturer not be able to perform the repair in time. WMATA will repaired and submit the invoice to bus
369	WR 3.0 Service and Parts – paragraph 1 and 2 only	TS-214	<p>We request that the 2 first paragraphs of this section refer to "Contractor" and not "Offeror".</p> <p>Rationale: Since we never did business with WMATA, we don't have a Bill of Material (BOM) to use for the preparation of this Proposal. Thus, we are unable to submit a complete list (including all required info) of all purchased and manufactured parts, components, and equipment installed on the buses (OEM and Non-OEM) with our</p>	Denied	
370	Exhibit B – CERTIFICATE AS TO DEPOSIT OF ADDITIONAL SOURCE CODES	TS-289	<p>Computer software including source code is a very sensitive proprietary information of the Proposer or its subcontractors. For the purpose of the Contract, the Proposer uses software qualified as "COTS" (Commercial Off-the-Shelf) only, which are developed separately for each concerned product assembled onto the buses without any specific development or material modification for the purpose of the Contract. The software imply the use of configuration files that are specific to the request configuration of the buses under this Contract but the software are standard for the products and pre-exist the work done under this Contract. Therefore, the Proposer indicates that there are no computer software that fall under RFP Part 1 of "Chapter VIII clause 4 Rights in Technical Data.</p> <p>The Proposer requests that Exhibit B - CERTIFICATE AS TO DEPOSIT OF ADDITIONAL SOURCE CODES be deleted and removed from the requirements of the RFP.</p> <p>Please confirm acceptance.</p>	Denied	

371	Price Schedule Sheet note 3	23 of addendum 2	<p>Please explain the rationale behind WMATA's rights to negotiate pricing for the 1-20 buses should it exercise its rights to purchases any quantity.</p> <p>We don't understand this right since the 1-20 bus prices would have already been evaluated and taken into account in WMATA's award decision.</p>	See Authority Response	WMATA may or may not exercise additional 20 buses. Price must be submitted by bus manufacturer.
372	Price Schedule Sheets note 5 and note 4	23 of addendum 2 and 39	<p>"Articulated buses selected by WMATA may be awarded under a separate contract and to a separate manufacturer based on fleet requirements per the WMATA Fleet Plan."</p> <p>We understand that WMATA would award the 40ft (both diesel and CNG) to one manufacturer. Thus, WMATA would not split the award between the 40ft bus models. Please confirm our understanding.</p>	See Authority Response	Yes.
373	Price Schedule Sheets note 5 and note 4	23 of addendum 2 and 39	<p>We understand that WMATA would award the 60ft contract (both diesel and CNG) to one manufacturer only.</p> <p>If that is the case, we kindly request WMATA to allow multiple award on the 60ft contract (i.e. award 60ft diesel to Manufacturer #1 and 60ft CNG to Manufacturer #2)</p> <p>Rationale: Nova Bus doesn't manufacture 60ft CNG buses.</p>	Approved	
374	Price Schedule Sheets note 8 and note 7	25 & 42 of addendum 2	<p>Please clarify what note 8 and note 7 refers to.</p> <p>We don't understand how and where to apply this instruction. The examples provided in these notes describe a programming/diagnostic tool. Does it only apply to the list of diagnostic &amp; maintenance tool requested by section TS 5.4 as a supplement to the Pricing Schedule?</p>	See Authority Response	As WMATA does not have any NOVA buses WMATA need to know all tools requirement to maintain your buses. NOVA BUs must submit the pricing of the maintenanceand diagonotic tools.
375	Price Schedule Sheets note 9 and note 8	25 and 42 of addendum 2	<p>We understand that Offerors' RFA on brand name only, must be filled into the Price Schedule Sheets.</p> <p>Please confirm that RFAs not related to brand names do not need to be filled into the Price Schedule Sheets.</p>	See Authority Response	As it called out: Brand Name and approved equals with spec and part numbers.
376	Price Schedule Sheets note 9 and note 8	25 and 42 of addendum 2	<p>We understand that Offerors' RFA on brand name only, must be filled into the Price Schedule Sheets.</p> <p>If a RFA is denied and an Offeror decides to deviate, should we still fill the denied RFA into the Price Schedule Sheets or should it become a deviation only?</p>	Denied	

377	Price Schedule Sheets note 7 and note 6 and Solicitation Instructions I (d)	25 and 42 of addendum 2 and page 40	<p>Given the following statement in Price Schedule: "The Authority reserves the right to increase or decrease the quantity of buses in any line item(s) by up to 15% with no adjustment in pricing", it is Proposer's understanding that should the quantity of each line item vary by more than fifteen percent, the Contractor may be entitled to revise the price if the contract quantity vary more than 50% contractor may request an adjustment. Please confirm that the underlined part of the following section I (d) of RFP Solicitation Instructions is consistent with the foregoing and therefore allows price adjustment in case of variation of more than fifteen percent:</p> <p>"(d) REQUIREMENTS CONTRACT. This is a requirements Contract. A requirements Contract provides the Contractor with both the legal right and the legal duty to supply goods and/or services in an amount that is determined by WMATA's needs, rather than by a fixed quantity. Offerors are advised that the quantities of supplies and/or services specified in the Price Schedule are estimates only, included for purposes of price evaluation and in order to provide information to assist offerors in formulating their proposals. While they represent the Authority's best such estimate as of the time of the solicitation, they do not constitute a commitment on the part of the Authority to procure supplies or services at the estimated level."</p> <p>Please confirm the above Proposer's understanding.</p>	See Authority Response	<b>This is a requirements Contract. The Authority reserves the right to increase or decrease the quantity of buses in any line item(s) by up to fifteen percent (15%) with no adjustment in pricing. If the contract quantity vary more than fifteen percent (15%) contractor may request an adjustment.</b>
378	Price Schedule Sheets AA-3, BB-3, BB-4, CC-3, DD-3 and EE-3	27, 30, 31, 33, 35 and 37	<p>We found discrepancies between the different Spares List in the 60ft Price Schedule Sheets. Indeed, AA-3 shows 9 items, BB-3 and BB-4 shows 7 items and CC-3, DD-3 and EE-3 shows 6 items.</p> <p>Please confirm that its ok to have different lists.</p>	See Authority Response	Yes, it is typo.
379	Price Schedule Sheets	31	<p>We think we found a typo at item 1 of this page. It should show "60-62-Foot Diesel" in lieu of "60-62-Foot CNG".</p>	See Authority Response	Yes it is a typo it should be CNG engine. (in option year 1 Section 1a)
380	TF2 2a Production Build, subsection II and Price Schedule Sheets – Delivery Schedule	25 of addendum 2, 40 and 48-49	<p>The delivery schedules in the Price Schedule Sheet require delivery between Feb-June 2019 to Feb-June 2023 while TF2 2a, subsection II require that Offeror includes a build schedule starting in February 2020 through June 30, 2023.</p> <p>Please clarify if "February 2020" in TF2 2a II is a typo.</p>	See Authority Response	Yes, It is a typo it should be Feb 2019 through June 2023.
467	TS 22.1 Engine Compartment Bulkheads	TS-87	<p>Piping through the bulkhead shall have fire-resistant fittings sealed at the bulkhead.</p> <p>Bulkhead fittings are not used. Connection points are a few inches from the bulkhead for ease of assembly and maintenance and are accessible from the last baselight on each side.</p> <p>We kindly request approval.</p> <p>Please refer to Confidential Attachment bulkhead for more details of the bulkhead construction</p>	Denied	