

Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in "Questions, Clarifications and Omissions" on page I.

SMART Transit Bus Purchase

Request#: 1
Proposer: [REDACTED]
RFP Section: <u>Scope of Equipment</u>
Page: 33
<p>Questions/clarification or approved equal</p> <p>> A factory Pre-Build Weight Analysis shows that a bus built to required specifications will be overweight. The Ford E-450 chassis has a GVWR of 14,500-lbs (9,600-lbs on the rear axle). The analysis shows that the weight on the rear axle would exceed maximum by approximately 400-lbs. This is largely due to the added weight of the CNG fuel system components.</p> <p>Understanding that the CNG conversion must be included, it is proposed that SMART accept a reduction in passenger capacity from 21 to 18 (floorplan example attached). This would resolve pre-build weight concerns, providing a deliverable* vehicle that meets all other RFQ specifications.</p> <p>*Please note that the completed vehicle will be subject to Post-Build 4-Corner Weight Analysis at the factory. If overweight at that time, additional seats, or agreed upon components, will be removed until proper GVW is attained.</p>
<p>Will SMART accept as equal an 18 passenger vehicle, meeting all other RFQ specifications?</p>
<p>Agency action: <input type="checkbox"/> Approved <input checked="" type="checkbox"/> Denied*</p> <p> *18 passenger vehicle may be accepted, but not necessarily considered equal.</p>
<p>Agency response: Understanding the limitations of chassis GVW, the City would suggest bidders propose a vehicle meeting weight requirements, while offering a seating capacity as close to the specified capacity (21) as possible. Bidders should understand that as a scored/best value procurement, seating capacity will be a factor in RFP scoring. The City suggests other options for lowering weight, such as type IV CNG cylinders vs. heavier type III.</p> <p style="text-align: right;"></p>

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Request#: 2
Proposer: [REDACTED]
RFP Section: <u>Scope of Equipment</u>
Page: 33
Questions/clarification or approved equal > Due to location of CNG conversion components, skirt mounted A/C condenser is not available. Required specifications state that rooftop mounted units may be considered. A rooftop mounted condenser will add 6" to the overall height, making it approximately 122". Is this change to a rooftop A/C condenser acceptable to SMART?
Agency action: <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied
Agency response: We will accept a roof mounted condenser unit, with a total height of 6". 

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SMART Transit Bus Purchase

Request#: 3
Proposer: [REDACTED]
RFP Section: <u>Scope of Equipment</u>
Page: 33
Questions/clarification or approved equal > Required specification states "Plexiglas driver modesty panel." This is interpreted to require a floor to ceiling stanchion behind the driver's seat with a gray padded vinyl modesty panel rising approximately halfway to the ceiling and a clear plexiglas panel mounted above it, extending nearly to the ceiling.
Is this interpretation correct? If SMART requires something different, please provide a description and/or photos.
Agency action: <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied
Agency response: Your interpretation is correct. A solid modesty panel behind the driver's seat, with the upper half being plexiglas. 