

City of Spatanburg, South Carolina
Three (3) Low Floor 35' Heavey Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
1	21	IP.11.6 Evaluations of Competitive Proposals	17 - Factory and site visits. The City reserves the right to conduct factory visits of the Proposer's facilities and/or the facilities of major sub-suppliers included in the Proposal.	Please clarify if a plant visit should be priced by the contractor for this RFP. If so, how many attendees?			1 Attendee
2	22	IP.12.5 Execution of Contract	Upon notice of award of the Contract to a Proposer, the Proposer shall commence performance under the Contract by furnishing any required bonds, and	Please confirm that a performance bond is, or is not required for this RFP. If bond is required, what is the percentage?			No Bond Requirement
3	26	3.7.1 Proprietary Rights/Rights in Data	The City reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, the following subject data for its purposes: (1) any subject data required to be developed and first produced in the performance of the Contract and specifically paid for as such under the Contract, whether or not a copyright has been obtained; and (2) any rights of copyright to which the Contractor, Subcontractor or Supplier purchases ownership for the purpose of performance of the Contract and specifically paid for as such under the Contract. The Contractor agrees to include the requirements of this clause, modified as necessary to identify the affected parties, in each subcontract and supply order placed under the Contract.	ENC requests approval to supply the requested "Software" for the ENC produced components only. ENC cannot provide the authority to supply nor confirm a revocable, perpetual, royalty-free, nonexclusive license and sublicense for all components of the bus for the five year period requested.	X		
4	32	GC.9.8 Disputes 3. Chief Executive Officer's decision	Chief Executive Officer's decision. Should the dispute not be resolved by negotiation between Contracting Officers, as provided in paragraph 2 above, the City's Contracting Officer from paragraph 2 above shall submit a written request for decision to the City's Chief Executive Officer (CEO) along with all documentation and minutes from the negotiations. The Chief Executive Officer shall issue a written decision within 14 (fourteen) days of receipt of a request.	Please delete Section 3. Disputes in its entirety. A unilateral decision made by the Agency's Chief Executive Officer for conflict resolution is not equitable, as such it is not acceptable to the bus manufacturer. The other conflict resolution options as listed are acceptable.		X	

City of Spartanburg, South Carolina
Three (3) Low Floor 35' Heavy Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
5	35	GC.9.20 Survival	The following sections shall survive the nominal expiration or discharge of other Contract obligations, and the City may obtain any remedy under law, Contract or equity to enforce the obligations of the Contractor that survive the manufacturing, warranty and final payment periods: • "Intellectual Property Warranty"	ENC requests approval to supply the requested "Software Intellectual Property Warranty" and "Data Rights" for the ENC produced components only. ENC cannot provide the authority to supply nor confirm a revocable, perpetual, royalty-free, nonexclusive license and sublicense for all components of the bus for the five year period requested.	X		
6	38	SP.1.4.2 - 4. Repairs by the Agency	The amount shall be determined by the City for a qualified mechanic at a straight time wage rate of \$33.00 per hour. which includes fringe benefits and overhead adjusted for the City's most recently published rate in effect at the time the Work is performed, plus the cost of towing in the bus , if such action was necessary	ENC wishes to clarify that the warranty for towing is covered in the base warranty from Cummins engine for two (2) years. No additional towing coverage will be provided.	X		
7	39	Table 2 - Contract Deliverables	#12 - Performance bond - Review - 30 days following execution of Contract	Is bond required?			NOT REQUIRED
8	39	Table 2 - Contract Deliverables	#18 - Professionally prepared mechanics' "Bus Orientation" training video	Approval requested to supply a professionally prepared mechanics "Bus Orientation" training power point which would orient mechanics with our vehicle starting with the exterior and then the interior. The power point would show all access compartments closed/opened and all components of the vehicle with detailed descriptions provided. A power point presentation would not become obsolete like a video would since slides can be inserted/deleted as components change for whatever reason.	X		
9	39	Table 2 - Contract Deliverables	#22 - Component repair manuals (City approval/review period of 90 days from date of receipt)	Please clarify if major component repair manuals are to include Cummins engine, Allison transmission, and Thermo-King A/C shop rebuild manual. The is additional cost associated with the detailed Rebuild Manuals.			REPAIR ONLY

City of Spartanburg, South Carolina
Three (3) Low Floor 35' Heavy Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
10	39	Table 2 - Contract Deliverables	#22 - Component repair manuals (City approval/review period of 90 days from date of receipt)	ENC request the Component repair manuals be part of the Maintenance manual to be provided at time of delivery of first bus, and the final manual to be provided 90 days after delivery of the bus. This will allow our publications team to include all changes made during production of the vehicles	X		
11	40	Table 2 - Contract Deliverables	#24 - Draft diagnostic procedures manuals (City approval/review period of 90 days from date of receipt)	We request that the diagnostic procedure manuals be part of the maintenance manual and be delivered at time of first bus.	X		
12	40	Table 2 - Contract Deliverables	#25 - Draft parts manuals (City approval/review period of 90 days from date of receipt)	ENC request the draft parts manual to be provided at time of delivery of first bus, and the final manual to be provided 90 days after delivery of the bus. This will allow our publications team to include all changes made during production of the vehicles.	X		
13	40	Table 2 - Contract Deliverables	#26 - List of OEM component repair manuals	ENC request the list of OEM component repair manual be part of the Maintenance manual and be provided at time of delivery of first bus, and the final manual to be provided 90 days after delivery of the bus. This will allow our publications team to include all changes made during production of the vehicles	X		
14	40	Table 2 - Contract Deliverables	#27 - Draft operators' manuals (City approval/review period of 90 days from date of receipt)	ENC request the draft operators manual to be provided at time of delivery of first bus, and the final manual to be provided 90 days after delivery of the bus. This will allow our publications team to include all changes made during production of the vehicles.	X		
15	40	Table 2 - Contract Deliverables	#29 - Recommended spare parts list, including bill of materials	We request deletion of the requirement to provide Bill of Materials with the spare parts list. This level of detail is not available at the time.	X		
16	40	Table 2 - Contract Deliverables	#30 - Part Number Index	We request approval for this requirement to be part of the ENC Parts manual	X		
17	41	Table 2 - Contract Deliverables	#34 - As-built drawings	ENC request the As-Built drawings be part of the Maintenance manual and be provided at time of delivery of first bus, and the final manual to be provided 90 days after delivery of the bus. This will allow our publications team to include all changes made during production of the vehicles	X		

City of Spartanburg, South Carolina
Three (3) Low Floor 35' Heavy Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
18	43	SP 5.2 - Payment of Taxes	Unless otherwise provided in this Contract, the Contractor shall pay all federal, state and local taxes, and duties applicable to and assessable against any Work, goods, services, processes and operations incidental to or involved in the Contract, including but not limited to retail sales and use, transportation, export, import, business and special taxes	Please advise of any federal, state, and local taxes or duties that are applicable to this IFB. City of Spartanburg is tax exempt and if so, can City of Spartanburg provide any tax exemption certificates that may apply to the goods and services to be purchased under this solicitation. These exemption certificates are crucial to determining what, if any, local taxes do actually apply prior to award of contract.			The City of Spartanburg is responsible for all applicable taxes
19	56	TS 5.4 Maintenance and Inspection	It shall not be necessary to disassemble portions of the coach structure and/or equipment such as seats and flooring under seats in order to gain access to these areas.	Please accept a rear seat platform that is designed to be removable but not hinged. The center three seats unbolt from two front tabs on rear seat riser. With simple removal of the bolts, the panel is lifted out of way for better access to the engine compartment and enhanced safety for your mechanics by not working under a hinged heavy access panel.	x		
20	58	TS 5.9 Fire Safety	Materials used in the construction of the passenger compartment of the bus shall be in accordance with Recommended Fire Safety Practice's defined in FTA Docket 90, Dated October 20, 1993	Please clarify if Docket 90 is required for this IFB? This section requirement contradicts section TS-70 Interior Panels and TS 70.7 Insulation. These sections specify requirements to meet FMVSS 302.			Not Required
21	59	TS 6 - Physical Size	Length over Bumpers 36' Maximum	Please accept a Bus length over Bumpers of 36' 2.5"	x		
22	59	TS 6 - Physical Size	Wheelbase 230" Maximum	Please accept a bus Wheelbase of 220 inches.	x		
23	63	TS 10.1 - Engine Cooling	A spring-loaded, push-button type valve or lever shall be provided to safely release pressure or vacuum in the cooling system with both it and the water filler no more than ±60 in. above the ground.	Approval requested for a non-hinged positive lock type radiator filler cap mounted on the surge tank which, is integral with the engine coolant recovery tank system that utilizes a screw-on cap for checking the engine coolant level. Please note that the proposed engine coolant recovery system meets the Cummins recommended design for EPA 2017 engines and beyond.	x		
24	65	TS 13.1 Service	Engine oil and the radiator filler caps shall be hinged to the filler neck and closed with spring pressure or positive locks to prevent leakage	Approval requested for a non-hinged positive lock type radiator filler cap mounted on the surge tank which, is integral with the engine coolant recovery tank system that utilizes a screw-on cap for checking the engine coolant level. . Please note that the proposed engine coolant recovery system meets the Cummins recommended design for EPA 2013 engines and beyond.	x		

City of Spatanburg, South Carolina
Three (3) Low Floor 35' Heavey Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
25	66	TS 13.1 Service	Engine oil pressure and coolant temperature gauges required in engine compartment.	Approval requested where the engine oil pressure and water temperature are displayed on an electronic Ametek, C-Com gauge in the rear run box. Mechanical gauges are no longer offered on our current generation powertrain packages. Additionally, the Ametek multi-function gauge offers significantly more information than the old mechanical gauges supplied. SEE ATTACHMENT #1	x		
26	68	TS 17.2.1 Design and Construction, Diesel - Fuel Tanks	An audible signal shall indicate when the tank is essentially full	Please clarify if a fast fueling system is required for the bus equipment on this IFB?			Fast Fueling not required
27	70	TS 22.1 - Engine Compartment Bulkheads	Piping through the bulkhead shall have fire-resistant fittings sealed at the bulkhead. Wiring may pass through the bulkhead only if connectors or other means are provided to prevent or retard fire propagation through the bulkhead.	We request approval for the use of Nelsons Fire Stop Putty in lieu of fire resistant fittings. The rear engine bulkhead is constructed of 304 Stainless Steel with minimal openings treated with Nelson's Fire Stop Putty to the passenger compartment. The openings are limited to water lines, airlines, and electrical harnesses	x		

City of Spatanburg, South Carolina
Three (3) Low Floor 35' Heavey Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
28	70	TS 22.2 - Crashworthiness	Chassis shall be Stainless Steel with side impact protection in low floor area	Approval requested for a vehicle that provides an integrated body structurally fabricated using Grade C, ASTM500 high-strength carbon steel. Rectangular tubing, plate and formed sheet steel is welded into a monocoque type space frame. The body frame as proposed has been third-party tested and meets or exceeds the rollover requirement of FMVSS 220 and crashworthiness of FMVSS 214. We incorporate a state-of-the-art corrosion protection system on all steel structural members of the bus. The inside of all structural tubing is airlessly sprayed with Z Guard-9902S thixotropic, rust-inhibiting undercoating/ sealant for internal corrosion protection. The steel cage structure and all related metals parts are welded into a complete frame assembly. This assembly is moved into a blast booth where it is blasted entirely with 40/50 mix of steel grit medial. This gives all steel parts a 1-mil physical profile for paint adhesion. After blasting the cage it is moved to a cross-flow paint booth. The cage is prepared and primed using Akzo Nobel corrosion resistant epoxy primer/sealer #LV360. In critical corrosive areas PPG - Corashield is applied which have been ASTM tested to 1000 hours of salt spray. The protected cage is then baked at 140° for 20 minutes to ensure proper curing. All welded butt joints sealed with Sikaflex 211 a multipurpose polyurethane adhesive sealant curing to a permanently elastic protective seal along the edges. Please reference the attached handout on our construction and corrosion protection program.	x		
29	72	TS - 27.1 Design	The vehicle floor in the area of the entrance and exit doors shall have a lateral slope not exceeding 2 deg to allow for drainage	Approval requested to supply a 4 degree slope off horizontal locally at doors. This design offers superior moisture drainage performance and is a critical design element of the ENC product offering.	x		
30	76	TS - 31.2 Tires	Tires shall be 305/85/22.5 suitable for transit service and sustained operation at the maximum speed capability of the bus	Approval requested to supply Michelin, XlncityZ tire size, 275/70R22.5. The specification as written is exclusive to one (1) manufacturer. The full size tire on a low-floor product increases the ground to step height as compared to our proposed tire. Please note that the requested tire size is the only size available on our proposed product.	x		

City of Spartanburg, South Carolina
Three (3) Low Floor 35' Heavy Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
31	80	TS - 37.4 Air Reservoirs	All air reservoirs shall meet the requirements of FMVSS Standard 121 and SAE Standard J10 and shall be equipped with drain plugs and guarded or flush type drain valves	Approval requested for our standard air tank design where the wet tank is stored within the engine compartment and the auxiliary tanks are stored above the rear engine deck. These locations remove the air tanks from the elements; therefore, we have not experienced a high level of moisture with other providers who operate our vehicles. Please accept our standard design that has an automatic drain valve on the wet tank only.	x		
32	80	TS - 37.5 Air System Dryer	SKF Turbo 2000 or approved equal	Approval requested to supply dual Bendix Model AD9 air dryers. These air dryers are a transit proven standard and provide low cost operation. This is a critical design element, which cannot be modified. Please reference attached Bendix brochure. SEE ATTACHMENT #2	x		
33	82	TS - 40.1.1 Low-Voltage Batteries (24V)	The battery terminal ends and cable ends shall be color-coded with red for the primary positive, black for negative and another color for any intermediate voltage cables.	Approval requested for the battery terminals and cable shall be color-coded with brown for primary positive, black for negative and red for intermediate voltage cables.	x		
34	83	6.39.1.6 Master Battery Switch	The master switch shall be capable of carrying and interrupting the total circuit load.	We request approval to provide a master battery disconnect switch which does not totally isolate the batteries from the rest of the vehicle systems. Changes in the design for Cummins EPA 2015 engine emissions require the engine ECM to not be interrupted without provisions for ECM backup. With total power loss, damage to the Cummins ECM could occur.	x		
35		TS - 40.3 Low Voltage/Low Current Wiring and Terminals	It shall include a mechanical clamp in addition to solder on the splice.	Approval requested for harnesses where the splices are sonically welded in lieu of the requested mechanical clamp.	x		
36	89	TS - 44.3 Visors/Sun Shades	Adjustable sun visor(s) shall be provided for the driver's windshield and the driver's side window.	Approval requested to supply non-transparent pull-down blinds on both the driver's window and driver's side of the windshield. Our driver's window is too large for a sun visor to be effective.	x		
37	91	TS- 44.5 Normal Bus Operation Instrumentation and Controls	HVAC - Switch or switches to control HVAC - Side console	ENC request approval to provide the HVAC control panel in reach of the driver in the drivers overhead panel.	x		

City of Spartanburg, South Carolina
Three (3) Low Floor 35' Heavy Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
38	91	TS- 44.5 Normal Bus Operation Instrumentation and Controls	WC ramp/ kneel enable Amber Light	ENC request approval to provide a yellow light for w/c ramp/kneel enable.	x		
39	91	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Front door ramp/kneel enable - Permits ramp and kneel activation from front door area, key required1	Please accept a Lift-U LU-18 ramp design that does not offer a remote panel for front door operation or key activation at front and or rear door.	x		
40	91	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Front door ramp/kneel enable - Permits ramp and kneel activation from front door area, key required1 - Amber Light	We request approval to provide a yellow light for w/c ramp/kneel enable.	x		
41	91	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Front kneel - Amber or red dash indicator; exterior alarm and amber light	We request approval to provide a yellow light for w/c ramp/kneel enable.	x		
42	92	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Destination sign interface - In approved location	Please accept the destination sign controller to be mounted in an overhead panel location left of the driver, within reach of seated driver.	x		
43	92	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Turn signals - Two green lights and optional audible indicator	Please accept blue light for turn signal.	x		
44	92	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Remote engine speed - Permits technician to raise and lower engine RPM from engine compartment	Please clarify if the Remote Engine Speed controller is a require option for this IFB. Reference to this option is only listed in Table 6.	x		
45	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Retarder disable - Red light	Please accept a retarder disable light yellow in color.	x		
46	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Indicator/alarm test button - Permits driver to activate test of sentry, indicators and audible alarms	Please accept a test procedure that does not include audible alarms.	x		
47	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Fire detection - Property specific or dash center	Please clarify if Fire Detection is a require option for this IFB. Reference to this option is only listed in Table 6.			Not Required

City of Spatanburg, South Carolina
Three (3) Low Floor 35' Heavey Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
48	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Door ajar - Buzzer or alarm and red light	We request the door ajar to be provided with red light and no buzzer	x		
49	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Methane detection function Methane detection Methane detection	Please clarify that Methane Detections is not a required option for this IFB. This option is only required with Natural Gas Vehicles.			Not Needed
50	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Engine coolant indicator	We request approval to provide the Engine Coolant Indicator - Hot Engine Indicator - Low Engine Oil Indicator as part of the Check/Stop engine system. Check Engine (Amber) - Stop Engine (Red/Alarm)	x		
51	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Hot engine indicator	We request approval to provide the Engine Coolant Indicator - Hot Engine Indicator - Low Engine Oil Indicator as part of the Check/Stop engine system. Check Engine (Amber) - Stop Engine (Red/Alarm)	x		
52	93	TS- 44.5 Normal Bus Operation Instrumentation and Controls	Low engine oil pressure indicator	We request approval to provide the Engine Coolant Indicator - Hot Engine Indicator - Low Engine Oil Indicator as part of the Check/Stop engine system. Check Engine (Amber) - Stop Engine (Red/Alarm)	x		
53	95	TS - 46.2 Windshield Washers	The windshield washer system shall have a minimum 3-gallon reservoir	We request approval to supply 2.5 gallon windshield washer reservoir. This is the largest reservoir that can be ac-accommodated in our dashboard. The fill location is easily accessible forward of front entrance door	x		
54	99	TS - 50 Driver's Side Window	The driver's side window shall be the sliding type, requiring only the rear half of the sash to latch upon closing	Approval requested for a driver's side window where the front half slides and latches. The front latching window allows the driver to access the exterior rear view mirror from the seat.	x		

City of Spartanburg, South Carolina
Three (3) Low Floor 35' Heavy Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
55	101	TS 52 - Capacity and Performance	The bus HVAC system shall be a rear mounted Thermo-King T-14 Series	ENC requests approval for a Thermo-King Athenia AMII roof-mount Air Conditioning System as an approved equal to the specified rear-mount a/c system for our proposed diesel buses. The A/C X430 compressor will be provided with this system as specified. The proposed bus A/C system meets APTA A/C performance pull down and warm up requirements required in your specifications. Please note that the proposed roof-mounting of the a/c system provides for improved air distribution throughout the interior of the bus thus, resulting in enhanced passenger and driver comfort. The roof-mounted a/c design also provides for better weight distribution, including lightening the load over the rear axle and thus, reducing impact on rear suspension components. Please see attached data in reference to the Thermo King Athenia AMII roof Mounted A/C System. SEE ATTACHMENT #3	x		
56	107	TS 65.2 - Front Bumper Integrated Design with Recessed Middle Portion	Bumper shall be an integrated design with the coach styling and be recessed in the middle portion to provide for mounting of a bike rack.	Front bumper specification calls out an integrated design with recessed middle portion for bike rack. We request approval to provide an energy absorbing front bumper that utilizes a bracket provided by the bike rack manufacturer to install the bike rack. This is a critical design element that cannot be modified.	x		
57	112	TS 71 - Driver Area Barrier	Bus Shall have a driver enclosure with door. The color shall match the interior of the bus	Please clarify if a full drivers enclosure is required for this IFB. There are several variations to this option. Can the City of Spartanburg detail their expectations of this option.			Closure shall be enough to protect driver in case someone tries to reach into the drivers area
58	115	TS - 72 Interior Access Panels and Doors	Access doors shall be hinged with gas props or over-center springs, where practical, to hold the doors out of the mechanic's way	Approval requested for our standard door mechanism access doors located in the air ducting/interior advertising that open downward to access the multiplex modules. These access doors are built into the A/C Duct and are held in place by three (3) quarter turn captured screws. Door mechanism components are accessed by a top hinged door and held open by a prop rod mounted to the access door.	x		

City of Spartanburg, South Carolina
Three (3) Low Floor 35' Heavey Duty Diesel Buses
Proposal No: 1718-04-10-01

Item	Page #	Section	Specification Language	Request	Approved	Denied	Customer Comments
59	131	WR - 1.3.1 Pass-Through Warranty	Should the Contractor elect to not administer warranty claims on certain components and wish to transfer this responsibility to the sub-suppliers, or to others, the Contractor shall request this waiver	The RFP requires that the contractor request a pass-through warranty waiver specific to sub-suppliers. To this end, we hereby requests a warranty claim pass-through waiver for the Cummins engine, Allison transmission and the Thermo King HVAC system. The local factory authorized distributors for each of the aforementioned items will administer their own warranty coverage. Furthermore, the Agency's warranty reimbursements will not be impacted. The OEM warranties offered by Cummins, Allison and Thermo King lists the terms/conditions/exceptions to their warranty coverages.	x		
60	134	WR 2.4.1 Warranty Processing Procedures	7.2.4.1 Warranty Processing Procedures	ENC wishes to clarify that the warranty for towing is covered in the base warranty from Cummins engine for two (2) years. No additional towing coverage will be provided.	x		