

IFB Section B.2.1 Delivery and Acceptance.

Would KPTA accept a delivery within 180 days after receipt of acceptance of the bidders offer in place of the 120 days called for in the specifications? Bidder specifies delivery time on the bid proposal form and communicated to the purchaser.

Vehicle Specifications- Low Floor Ramped Equipped Minivan
Chassis Equipment Spare Tire:

Please accept that due to the low floor nature of this chassis an undercarriage Tire Carrier for the spare tire will not be able to be provided. In place will be a rear trunk mounted carrier. Follow bid specifications

Lowered Floor Material Specifications Section D:

Please Accept that our manufacturer can not add the full length skid plate due to 50 MPH crash test. Doing so will make the test null and void. Approved

Ramp

Please accept a black ramp in place of grey. Approved

Options

Please clarify what make model of fareboxes we are to provide option pricing for. If option does not apply mark as N/A

Vehicle Specifications- 12 Passenger Off Center Aisle Van

Please accept that as a converted van this unit will not be Altoona Tested as required in IFC IFB Section C.4. Altoona Testing Not Required

Vehicle Specifications- Converted Window Van with Wheel Chair Lift

Please accept that as a converted van this unit will not be Altoona Tested as required in IFC IFB Section C.4. Altoona Testing Not Required

Vehicle Specifications- 8/2 Cut-A-Way Chassis Shuttle Bus

Page 3 Dimensions- Please accept an Overall Exterior Height of 114" in place of 110" +/-3". Approved

Page 3 Chassis Equipment- Please accept a 158" WB in place of 138" WB. Follow Bid Specifications

Page 5 Body Structural Framing- Please Accept "Modular wall sections shall be welded at their upper C-channel to a continuous 14-gauge, 1-1/2" x 2" tubular longitudinal member to form the top of the side wall. Modular wall sections shall be welded along their lower boundary to the C-section of the floor perimeter. A A572-50 12-gauge steel track shall be spot welded to a continuous A36 14-gauge steel roll formed stringer supporting the seat track on three sides, and the stringer shall be welded to the adjacent structural members of the wall cage." In place of 1"x2" Vertical support columns. Follow Bid Specifications

Page 5 Body Structural Framing- Please Accept "The body shall be a steel cage construction. All structural members in the floor, side walls, rear wall, and roof shall consist of 1010/1020 low carbon hot rolled steel

material primed with zinc phosphate primer for corrosion resistance. A full FEA analysis of the body cage has been performed to show compliance to minimum requirements.

The body cage structure, at a minimum, to have been tested to the following:

1. All applicable FMVSS regulations
2. Buses shall be certified for the seven year 200,000 mile durability through the Altoona test track per the FTA bus test regulations set forth in 49 CFR Part 665 (up to 34' bus length)
3. FMVSS 220, School Bus Rollover Protection
4. FMVSS 214 Type, Side Impact Protection " in place of IFBs description of steel components.

Page 5 Body Structural Framing Please Accept "Floor: The floor frame shall be constructed of 14-gauge, tubular crossmembers at least 2" wide x 2" high with a minimum strength of 50,000 psi. The tubular crossmembers shall be MIG welded to a 14-gauge, tubular steel at least 3" wide x 3" high that make up the perimeter of the floor structure. Crossmembers shall be placed on body mount channel and bolted to OEM body puck locations as provided by the chassis manufacturer. The floor frame shall be secured to the chassis frame in accordance with the chassis manufacturer's recommended best practices." In place of 2x3 Crossmembers and Longitudinal Stringers welded on a maximum of 16" Spacing.

Page 5 Body Structural Framing- Please accept 2 10 Gauge channels for Wheel Chair Lift position in place of 11 Gauge Plate. **Follow Bid Specifications**

Page 6 Body Structural Framing- Please accept 14 Gauge Wheel Housings in place of 10 Gauge. **Follow Bid Specifications**

Page 6 Body Structural Framing- Please accept "Exterior side wall panels shall be constructed of a 3 mm gel-coated product that is a durable semi-rigid fiberglass reinforced polyester resin (FRP). " in place of Aluminum skin. **Follow Bid Specifications**

Page 9 Passenger Doors- Please accept 14 Gauge steps in place of 10 Gauge **Follow Bid Specifications**

Page 11 Windshields and Windows- Our manufacturer exceeds the minimum 108" Perimeter dimensions on each window. Would KPTA accept one smaller window on each side of the unit to fill in the space where a full size window will not fit? **Follow Bid Specifications**

Page 13 Safety Equipment- Please accept a Rear Step Bumper with a non-Integrated Back Up Sonar System in place of Back-Up Sonar System integrated into rear step bumper. **Follow Bid Specifications**

Page 14 Miscellaneous Technical Specifications-Please accept "General-purpose wiring shall be cross-linked polyolefin insulated and shall meet SAE standards J1127 & J1128 types SGX and GXL. Wires shall be stamped every 6". Multiple colors are required for different circuits and can be done through solid colors or colors with stripes. One color harnesses are not allowed. All harnesses shall contain a protective barrier of a combination of loom, grommets, wire ties and insulated clamps. Routing shall be used as to best protect the harness. Protective covering shall be rated for the area of routing. Temperature, liquids and chafing shall be considered. All connectors shall be plug in type and keyed connectors with locks meeting SAE automotive standards. Dielectric grease shall be used on all exterior connections." In place of 1.75" diameter conduit. **Follow Bid Specifications**

Vehicle Specifications- 12/2 Cut-A-Way Chassis Shuttle Bus

Page 3 Dimensions- Please accept an Overall Exterior Height of 114" in place of 110"+/-3". **Approved**

Page 3 Dimensions- Please accept an overall length of 281" in place of 275"+/-5". **Approved**

Page 5 Body Structural Framing- Please Accept "Modular wall sections shall be welded at their upper C-channel to a continuous 14-gauge, 1-1/2" x 2" tubular longitudinal member to form the top of the side wall. Modular wall sections shall be welded along their lower boundary to the C-section of the floor perimeter. A A572-50 12-gauge steel track shall be spot welded to a continuous A36 14- gauge steel roll formed stringer supporting the seat track on three sides, and the stringer shall be welded to the adjacent structural members of the wall cage." In place of 1"x2" Vertical support columns. **Follow Bid Specifications**

Page 5 Body Structural Framing- Please Accept "The body shall be a steel cage construction. All structural members in the floor, side walls, rear wall, and roof shall consist of 1010/1020 low carbon hot rolled steel

material primed with zinc phosphate primer for corrosion resistance. A full FEA analysis of the body cage has been performed to show compliance to minimum requirements.

The body cage structure, at a minimum, to have been tested to the following:

1. All applicable FMVSS regulations
2. Buses shall be certified for the seven year 200,000 mile durability through the Altoona test track per the FTA bus test regulations set forth in 49 CFR Part 665 (up to 34' bus length)
3. FMVSS 220, School Bus Rollover Protection
4. FMVSS 214 Type, Side Impact Protection " in place of IFBs description of steel components.

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Page 5 Body Structural Framing- Please accept 2 10 Gauge channels for Wheel Chair Lift position in place of 11 Gauge Plate. **Follow Bid Specifications**

Page 6 Body Structural Framing- Please accept 14 Gauge Wheel Housings in place of 10 Gauge. **Follow Bid Specifications**

Page 6 Body Structural Framing- Please accept "Exterior side wall panels shall be constructed of a 3 mm gel-coated product that is a durable semi-rigid fiberglass reinforced polyester resin (FRP). " in place of Aluminum skin. **Follow Bid Specifications**

Page 9 Passenger Doors- Please accept 14 Gauge steps in place of 10 Gauge **Follow Bid Specifications**

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Vehicle Specifications- 16.2 Cut-A-Way Chassis Shuttle Bus

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