October 3, 2003

Attached below are a synopsis of the Pre-bid held on September 3, 2003 for RFP 03-236 for 35 foot Transit vehicles.

Also attached are Answers for approved equals from both Orion and New Flyer.

Additional questions should be addressed to both:

Glenn Knust
Star-Tran
710 J Street
Lincoln NE 68508

and

Tom Kopplin
Assistant Purchasing Agent
440 South 8th Street
Lincoln NE 68508

Thanks for your interest in doing business with the City of Lincoln.

Tom Kopplin
Assistant Purchasing Agent

September 23, 2003

Pre-Bid for Specification 03-236, RFP for 35 foot Heavy Duty Diesel Trans Vehicles
September 23, 2003.

Attendees:

1. Tom Kopplin
   Assistant Purchasing Agent
   City Of Lincoln

2. Glenn Knust
   Maintenance Superintendent
   Star Tran

3. Ross Watson
   New Flyer America

4. Peter Beren
   Mid American Coach

5. Sally Head
   Gillig

6. John Richardsen
   DCCB NA

7. Mark Stevens
   Maintenance Supervisor
   Star Tran

Questions:

1. Will approved equals be accepted in the submittals?
   Yes, but they will be evaluated against what has been specified.

2. How many vehicles are being asked for?
   Eight (8) vehicles for delivery in 2004 with an option for two additional depending on funding.

   The other 16, also will depending on funding, will be split for delivery in year 2005, 2006 or 2007. An option for an additional three (3) vehicles will also depend on funding.

3. Are options assignable?
   No
4. Will delivery be an evaluated choice?
   Yes. Section 4.3 on page 12 & 13 of the RFP lists the criteria and evaluation methods of scoring.
5. Mid America Coach wished to submit specifications for a lighter GVWR vehicle.
   It was agreed upon that their submission would be submitted by Friday October 3, 2003.
   Nothing was submitted.

NEW FLYER INDUSTRIES INC
Approved Equals for RFP 03-236

1) New Flyer requests clarification if a license is required to sell buses in the State of Nebraska.	***NO***
2) Options: New Flyer requests that options are assignable, in the event that City of Lincoln does not require them.	***NO***
3) Vehicle Delivery: New Flyer requests clarification on the earliest delivery (month and year) the City of Lincoln can take delivery of base order of 8 buses.	***3/31/04***
4) Vehicle Delivery: As it is difficult to predict deliveries into the future, New Flyer requests that option bus delivery be mutually determined with City of Lincoln at time of placing the option order	***2/28/07***
5) Items to be Provided & Manuals & Catalogues: To create "build specific" bus manuals for each build: New Flyer requires a minimum publishing time of 4 weeks duration plus 5 days for shipping. This time is required to ensure source data is available, finalized and accurate. This means that the earliest we could deliver Parts & Service manuals for the build qty would be 5 days after last bus delivery. New Flyer Parts can supply a "recommended stocking list" of parts at an earlier date.	***OK***
6) Deadline: Due to increased security, cross border deliveries are being delayed. If bid proposal is delayed due to circumstances beyond bidder's control, City of Lincoln will still accept it. In order for this provision to take effect, bidder must provide City of Lincoln waybill documentation to confirm the bid was sent by priority overnight courier at least one day prior to bid opening date.	***NO***
7) Basis of Award: New Flyer requests that all spares, special tools and diagnostics be quoted separately from the price of the bus. This would prevent duplication of items that City of Lincoln already has in inventory.	***OK***
8) Federal & State Taxes: New Flyer requests clarification if any State taxes will apply to this proposal. If yes, please confirm if they are to e included in the bus price provided.	***NO***
9) Liquidated Damages: New Flyer requests that liquidated damages be based on the business days only that City of Lincoln is open to accept delivery.	***NO***
10) Acceptance: New Flyer requests that notification of acceptance or non-acceptance be within 15 days of delivery.	***NO***

11) Proposal Guarantee: Current bid bond requirement is $1,000,000. New Flyer requests that this be changed to 5% of contract cost. This is industry standard and would provide City of Lincoln with a lower bus price.	***OK***
12) Performance Bond: New Flyer requests that performance bond be reduced from 50% to 5%. this would provide City of Lincoln with a lower price also. New Flyer also requests clarification if same performance bond rate will be required for option buses.	***OK***
13) General: The seating capacity shall be 30.	***OK***
14) General: The step/floor height from ground shall be 15.5 inches with out kneeling and fitted with 305 tires.	***OK***
15) General: The minimum aisle width shall be 22 inches.	***OK***
16) General: Wheelbase on the D35LF shall be 228.23 inches.	***OK***
17) General: The approach angle shall be 9.01 degrees when fitted with 305 tires.	***OK***
18) General: The departure angle shall be 8.76 degrees when fitted with 305 tires.	***OK***
19) Internal Noise: Internal noise shall not exceed 84 dba in areas "1", "2", "3" or "4" with testing performed at speeds from 0 to 35 mph which is in line with recommended test practices.	***OK***
20) Crash worthiness: Side impact barrier plate shall not be provided. Existing low floor design already incorporates a horizontal structure to act as a side impact barrier.	***OK***
21) Material: New Flyer requests that the components used in the construction of these buses may not be exact duplicates due to technology changes over the life of the contract. Components within each release will be exact duplicates.	***OK***
22) Material: Joints may also be protected by a sealer manufactured by Sika.	***OK***
23) Material: Plywood shall be the Greenwood ACQ type which is pressure treated through out the material precluding the need for sealed waterproof edges.	***OK***

24) Corrosion: Corrosion protection shall be in accordance with New Flyer standard corrosion protection procedures. Corashield will be applied to the structural exterior and underbody. CoraTube will be applied to the inside structural tubing from the window line down.	***OK***
25) Undercoating: Power steering heat shield is not available on the D35LF.	***OK***
26) Front Axle: Wheel bearing may also be "grease" lubricated.	***NO***
27) Rear Axle: The rear axle shall have a minimum rating of 25,330 lbs and will be manufactured by MAN.	***OK***
28) Brake Chambers: Brake chambers shall be MGM Type 20 or BW Type 20 for the front.	***OK***
29) Brake Chambers: Brake Chambers shall be MGM Type 30 or MAXI Type 30 for the rear.	***OK***
30) Brake Drums, Shoes and Linings: The rear brake shoes shall be 16.14" x 8.66" or 17 x 8.5 inches.	***OK***
31) Emergency Brake: New Flyer wishes to clarify that the application brakes are also the emergency brakes. There are no separate brakes used for emergency purposes precluding the need for an emergency brake valve.	***OK***
32) Brake Retarder: The retarder ON-OFF shall be located in the destination sign forward and above the driver.	***OK***
33) Air Compressor: The air compressor shall be a Wabco rated at 18.7 cfm.	***NO - Bendix 18.7 CFM***
34) Air Tanks: A Bendix #5006655 system filter will be provided Pressure switches shall be located underneath driver's platform for the ease of maintenance.	***OK*** ***OK***
35) Brake Lines: Airlines underneath the bus shall be color-coded synflex hose without insulating/covering. New Flyer has built thousands of buses in this manner that are in revenue service in all parts of the country that do not exhibit line freezing.	***NO***
36) Brake lines at wheels: Brake lines at wheel shall be the standard Weatherheal #H338.	***OK***
37) Discharge Line: Discharge line to muffler tank shall be ¾" O.D.	***NO***

38) Towing Air Line connector: New Flyer wishes to clarify that shop air connections are standard shop air fittings located at the front and at the rear, which are accessible behind the engine access door at the right side. New Flyer requests approval to provide our standard air chuck fitting which is a Parker Hannifin H2C¼ nipple series 20/30 with ¼ NPT. The fittings are not fitted with retained caps.	***NO***
39) Switch, Low Air Pressure: The low air pressure switch shall trigger a red indicator light when the air pressure is 70 psi. Any pressure less than 70 psi is visible on the air pressure gauge(s) located in the instrument in front of the driver.	***OK***
40) Radiator: Radiator shall be manufactured by Montreal Radiator, which has 7 row cores with 10 fins per inch with bolted on removable brass tanks.	***OK***
41) Fan and Drive: The thermostatically controlled fan shall have nine (9) blades.	***OK***
42) Hose: Engine coolant and heater hoses shall be rigid copper pipe with silicon hoses used as a connector where necessary, only.	***OK***
43) Coolant: Coolant shall be a 50% ethylene glycol, 50% water.	***OK***
44) Alternator and Regulator: The Delco DN 50 alternator shall be provided which is rated by Delco at 270 amps.	***OK***
45) Electrical Panel: Panel diagram for the side console shall be located inside the front destination panel above driver.	***OK***
47) Battery: The batteries shall be the 8 D Style manufactured by Interstate.	***OK***
48) Multi-Plex System: The electrical control system shall be an Allen Bradley PLC 502 System located inside the RR PLC Panel.	***OK***
49) Starter: The starter may be a Delco Model 39MT.	***OK***
50) Electrical Main Switch: Master disconnect switch shall be on the standard located, mounted on the fuse box with its own access door. For safety reason, emergency flasher and radio power provision shall not have separate circuit and shall be connected to the master disconnect switch.	***OK*** ***NO***

51) Main Switch Circuit Breaker: A manually reset circuit breaker on the positive side of the battery shall not be provided. Only one master disconnect switch will be provided.	***NO*** ***OK***
52) Battery Jumper Terminals: The positive terminal shall have red heatshrink while the negative ring terminal shall have black heatshrink.	***OK***
53) Radio Power: An 80A Vanner equalizer shall be provided in lieu of a converter where power would still be provided in event of failure.	***OK***
54) Voltage Drop: The voltage drop shall be 1.0 volt.	***NO***
55) Protection & Support: Bulkhead connectors for the standard harnesses and Strain Relief connectors for the power cables shall be used when passing through holes in panels. Under floor harnesses passing thru structural members shall be protected only from dirt and road hazard by a split flexible plastic conduit.	***OK*** ***OK***
56) Console Assembly: The legends on the side console are not lighted. When required, illumination is provided by the driver's overhead light.	***OK***
57) Console Assembly: The defroster switch is a four position rotary switch located on the left side of the Instrument panel marked "OFF", "LOW", "MEDIUM", "HIGH"	***OK***
58) Console Assembly: Fluorescent light switch having "On-Off-Rear" positions with legend "Aisle Lights".	***OK***
59) Console Assembly: Chime switch shall be a momentary toggle switch having "Cancel" position with legend "Stop Request".	***NO***
60) Instrument Panel: Wipers are shown as electric under Section 6.31 on pg 58. Please clarify if wipers shall be air or electric powered.	***ELECTRIC IS CORRECT***
61) Door Electrical: Stepwell light on the entrance and exit door is not available on low floor design however an interior stepwell light will be provided. Available interior lights are sufficient to illuminate the entrance and exit door area.	***OK*** ***OK***

62) Instrumental Panel: If a fire detection system is requested, a warning light indicator will be provided located. Please clarify if a fire detection or suppression system is required. the Door Unlock Function is not an available option.	***NO*** ***OK***
Engine Compartment (b): The control box shall be in the upper left (streetside) corner of the engine compartment.	***OK***
63) Engine Compartment (c): Five (5) engine compartment 12 c.p. lights shall be provided	***OK***
64) Rear Control Box: Toggle switches provided at the rear control box shall be water-resistant.	***NO***
65) Exterior Lighting (b): The dimmer switch shall be mounted on the floor on a separate plate in front of the turn signal switches, adjacent to the side console panel.	***OK***
66) Exterior Lighting (e,i): The third high mount brake light shall be two (2), four (4) inch round red LED lights mounted on either side of the rear route sign located centrally on the lower area of the A/C compartment access door.	***OK***
67) Exterior Lighting (e,i): Exterior LED lamps may be manufactured by Dial light or Truck Lite.	***OK***
68) Exterior Lighting (f): Side turn signal lights shall be located on each side of the coach at the forward edge of the wheelhousing except for the front curbside which will be located rearward of the wheelhouse. The side turn signal lights will be mounted at level with the top arch of the wheelhouses.	***OK***
69) Exterior Lighting/Flange Mounted 4" Round (iv): The exterior back up lams shall be four (4) inch incandescent type manufactured by Truck Lite.	***NO - LED Req'd***
70) Exterior Lighting (l): Curb lamps shall be mounted near the bottom section of the doors.	***OK***
71) Interior Lighting: The L20 Transmatic interior lighting provides approx. 15 foot candles of illuminance on a square foot plane, centered 33 inches above the floor. Front stepwell is not available in low floor design.	***NO*** ***OK***
72) Interior Light (d): The ballasts for the interior lights are not fitted with diagnostic green LEDs.	***OK***
73) Interior Light (l): The driver's light shall be a TruckLite Model 80; clear dome light, without switch and surface mounted on ceiling above driver. The switch to operate the light shall be located on the side console.	***OK*** ***OK***

74) Passenger Chime Signal: Illuminated "Stop Request" sign shall be mounted on the front destination sign door.	***OK***
75) Radio (a): The radio box shall be secure and key locked however is not waterproof as it located in the interior of the bus. Radio box shall be 20"H x 22.68"W x 16.20"D with 17.70"W x 13.31"D sliding tray.	***OK*** ***OK***
76) Radio (b): Isolated power provision initiated from the battery for radio will be provided using #6 wire which has a higher load carrying capacity.	***OK***
77) Radio (c): Ground planes shall be 24" x 13.5" x 0.018".	***OK***
78) Radio (d): The standard Init #ASP-031 radio antenna will be provided and located 21" to the right of centerline and 34" front the front of coach.	***NO***
79) Radio (e): Clarification required on the AVA/AVL System for NFIL to recommend te proper GPS antenna. GPS antenna will be located 21" to the left of centerline and 34" front the front of coach.	***OK***
80) Radio (f)(g): In cases of property supplied and installed radio system, voltage converters/RF filters, which are dependent on the radio system specification, are supplied by the property and installed by NFIL. If required to be provided by New Flyer, please advise make and model number so NFI may configure proper filter for equipment.	***OK***
81) Transmission Electrical: The transmission shifter shall be located on the instrument panel to the right of the driver.	***OK***
82) Transmission Electrical (b): Transmission engine interlock shall function on coach cannot be started while in gear.	***OK***
83) Transmission Electrical (c): Interior lights to dim or extinguish with transmission in reverse and master run switch in "run" or "night" position, driver by PLC program.	***OK***
84) Engine: The engine shall be Cummins ISL 03 rated at 280 hp and may have to operate on Ultra low sulfur fuel to be compliant with emission standards at the time of build.	***OK***

85) Engine: Due to the change in EPA emission regulations and the uncertainty of the availability of engines in the future, New Flyer would like to advise that if a change in the engine specification is required that a pricing adjustment will be applied where necessary. The change in the engine specification must be mutually agreeable between New Flyer and the City of Lincoln.	***OK***
86) Air Cleaner: The air cleaner shall be a Nelson, 7133ON with air filter minder gauge from Eng's Product Co. #1875-320.	***OK***
87) Engine Compartment lines: FC 300 or 2807 Teflon stainless steel braided hose is available for all applicable flexible lines in the engine compartment. Power steering lines in the engine compartment shall be the standard FC510 hose.	***OK*** ***OK***
88) Insulation: Noise transfer to the passenger area shall not exceed 84dba.	***OK***
89) Fuel Tank: the usable fuel on a 120 gal tank shall be 112 gals. Fuel tank is secured to the mounting base by 3 straps. The mounting base is then bolted to the structure of the coach. (c) Fuel tank sending unit can be accessed from the interior access panel located on the floor.	***OK*** ***OK*** ***OK***
90) Filters: Two (2) fuel filters are provided as standard part of the engine package for the ISL03 280 engine.	***NO***
91) Fittings and Insulation: Swing type check valve in the fuel supply line is not available.	***NO***
92) Fuel Lines: Fuel lines shall be orange synflex hose from fuel tank to engine compartment.	***NO***
93) Air and Oil Lines: Turbo oil feed line hose in supplied by the engine manufacturer. All hydraulic lines shall be equipped with standard regular hydraulic fittings.	***NO*** ***NO***
94) Transmission: Voith Transmissions provide the oil filter internally mounted.	***NO***
95) Wheel and Tires-Type: The tires shall be 305/70 x 22.5.	***OK***
96) Suspension: The front suspension shall consist of two (2) Firestone air bellows controlled by one (1)-leveling valve.	***OK***
97) Power Steering: The M110 steering gear manufactured by Sheppard.	***OK***

98) Construction: Corrosion protection shall be in accordance with New Flyer standard corrosion protection procedures. Corashield will be applied to the structural exterior and under body. CoraTube will be applied to the inside structural tubing from the window line down.	***OK*** ***OK*** ***OK***
99) Low Floor (a): New Flyer shall provide a basic structural frame constructed of high tensile steel plate, grade 950D and tube ASTM A36 and CSA G40.21-44W for structural strength. Interior and exterior structural components are subject to New Flyer's extensive standard corrosion protection procedures.	***OK*** ***OK - prefer Stainless Steel***
100) Low Floor (b): Hardware is stocked and used through a Kan Ban system and does not allow hardware to be traceable.	***OK***
101) Low Floor (c): The low floor bus, where the floor is approximately 15 inches from the street surface, does not have a continuous angular plate to subvert an impacting vehicle as the floor is lower than the impacting vehicle.	***OK***
102) Low Floor (e): The standard structural frame will be provided. The existing structural design is sufficiently rigid to support the mounting of the farebox.	***OK***
103) Low Floor (d): Towing, with the use of an adapter, can be performed from the front of the coach only. Towing from the rear is not recommended, however, should it be required, provisions are made in the rear frame that would allow short distance towing only.	***OK***
104) Low Floor (l) (j), Construction: exterior Panels (b): The side wall panels are pre-primed aluminum, one-piece design that starts at the lower part of the window and extends down to the edge of the frame above the road surface. The panels extend in sections over the full length of the bus and would not be replaceable by mechanic without assistance easily. The panels are retained by adhesives. Rub rails are not provided on the low floor bus.	***OK*** ***OK***
105) Insulation (b),(c): Ceiling and sidewall insulation shall be Styrofoam which is one (1) inch thick, contains no CFC's is a closed cell polystyrene foam with an R value of 5.0 (RSI-0.088) @ 76°F. Bagged fiberglass shall be used in the wheelwells for insulation only.	***OK***

106) Insulation (e): The engine compartment bulkheads shall be insulated with a layer of foam between tow (2) layers of sound attenuating rubber which is installed directly into the bulkheads and held in place with perforated aluminum sheets riveted to the structure. The rear seat and riser insulation shall be D.B. urethane laminate foam, which is 1.5 inches, thick and covered by a perforated 24 ga. aluminum sheet.	***OK*** ***OK***
107) Insulation: The maximum dba in the passenger compartment shall be 84.	***OK***
108) Flooring-Plywood (a): Flooring shall be Greenwood Forest, XL™ ACQ Bus Panel ¾ in. Plywood that is undercoated with Corashield for superior protection against the elements. Pressure treated plywood shall be supplied in the wheelchair ramp cavity also.	***OK*** ***OK***
109) Flooring-Plywood (b): corrosion protection shall be in accordance with New Flyer standard corrosion protection procedures. Corashield will be applied to the structural exterior and underbody. CoraTube will be applied to the inside structural tubing from the window line down. The flooring is pressure treated throughout precluding the need for cut edges to be sealed.	***OK*** ***OK***
110) Flooring-Plywood (d): Cove moldings between the floor and vertical surfaces shall be provided in the lower (forward) section only.	***OK***
111) Flooring-Plywood (d): Rearward of the exit door, the floor rises and slopes upward to the rear cross-seat to allow room for drive train components.	***OK***
112) Roof (b): On the 35 foot models, a roof hatch is also provided a the front area approximately over the front axle.	***OK***
113) Stepwells: On the low floor buses, the area at the entrance and exit doors is not sloped.	***OK***
114) Wheelhouses: New Flyer wishes to clarify that the front wheelhousings shall be fiberglass; the rear shall be stainless steel. The fiberglass wheelhousings meet the Wheelhouse Penetration Test.	***OK***
115) Fenders (b): Retainers for the fenders are molded into the fenders precluding the need for additional anodized aluminum retainers or moldings.	***OK***
116) Splash Aprons: The front splash apron shall be installed forward of the front wheels.	***OK***
117) Splash Aprons: Splash aprons shall be projected downward to a point approximately five (f) inches from the ground.	***OK***

118) Lines-Fuel, Oil & Water: Engine compartment lines shall be FC 300 or 2807 Teflon.	***OK***
119) Floor Covering-Step Threads: The entrance/exit doors on a low floor bus do not have steps.	***OK***
120) Floor Covering: Entrance Area: Floor covering in the entrance/vestibule area shall be three-sixteenth (3/16) in thickness.	***NO***
121) Floor Covering: Entrance Area: The stainless steel backing under the standee line shall be the width and length of the standee line.	***OK***
122) Modesty Panels (a): A Modesty panel is not provide rearward of the entrance door as the wheel well provides that function. passengers are seated rearward of the curbside wheel wells.	***OK***
123) Modesty Panels - Rear: The modesty panels shall be manufactured from ¼ inch Melamine. Fasteners retaining modesty panels shall be surface mounted however will not have sharp or rough edges. Modesty panels start at floor level.	***OK*** ***3" Above Floor - Req'd***
124) Stanchions: On a low floor bus, stepwells are not provided at the entrance and exit doors.	***OK***
125) Grab Rails: On the curbside, overhead grab rails stop at the exit door and continue after door towards rear when bus has an exit door. The grab rails are approximately 74 inches above the coach floor.	***OK***
126) Driver's Barrier: The area behind the driver has been designed to integrate the driver's barrier with the wheel house cover to form a barrier rearward of the driver.	***OK***
127) Driver's Barrier: The driver's storage box shall be located on the street side wheelhouse behind the driver's seat.	***OK***
128) Interior Trim-(c) Side Wall Posts: Area between the window shall be covered by 1/10 inch melamine.	***OK***
129) Interior trim-(f): Trim moldings shall be stainless steel or aluminum.	***OK***
130) Passenger Seats: The seating arrangement shall have 30 passengers or 20 + 2 with wheelchairs in place. Foot room at barriers will be less than 14 inches. The wheel chair retaining system shall be by the seating manufacturer, which will be the ARM or equivalent.	***OK*** ***OK*** ***OK***
131) Passenger Seats: The passenger seating may also be manufactured by USSC model Aries.	***OK***

132) Passenger Seats-Transverse/Longitudinal/Folding/Rear Cross: Please see seating layout depicting a seating arrangement representative of the one to be provided, should New Flyer be the successful bidder.	***OK***
133) Design Factors (b)(c): New Flyer will work with the City of Lincoln to adjust some components to locations desired by the City however it should be understood that light fixtures and many components such as switches are fixed by design and cannot be altered with out a great amount of cost involved.	***OK***
134) Windshield: The windshields are designed in a manner to minimize glare for the operator and may have a bend that is greater than 17 to 19 degrees.	***OK***
135) Side Windows: The side windows shall be top tip in, bottom fixed type manufactured by Stormtite.	***OK***
136) Side Windows: There shall be four emergency egress windows. Two are near the front of the coach, and the remaining two are near the rear.	***OK***
137) Driver's Window: The driver's window shall be the full slider type with a positive lock mechanism, which is not a ratchet type.	***OK***
138) Front Entrance Door (b): The front entrance door is a Slide Guide door that has an operating mechanism manufactured by Vapor that is not a hinged system negating the need for stainless steel hinges.	***OK***
139) Front Entrance door (d): A wheel chair lift is not provided at the entrance door however a flip type ramp will be provided without handrails.	***OK***
140) Door Controls and Interlocks: The rear door over ride control shall be located forward of the exit door at the upper area near the interior light panel.	***OK***
141) Exterior Mirrors (b): Excluding mounting hardware, the arms, and housings shall be cast aluminum.	***OK***
142) HVAC System (g): The system capacity shall be a minimum capacity of 94,000 Btu.	***NO***
143) Driver's Heater (b): The driver's heater motors shall be manufactured by Mobil Climate Control with Rotron brushless motors.	***OK***
144) Heater Cores: The heater cores shall have copper or aluminum tubes with aluminum fins.	***OK***

145) Heater and Blower Motors: The driver's heater motor shall be manufactured by Mobile Climate Control. Heater and blower motors for the coach heating system shall be the standard ones used by Thermo King.	***OK***
146) Water Pump: The heater re-circulating pump shall be manufactured by Rotron. Coolant for the heating system is controlled by an "on/off" valve.	***OK***
147) A/C System (a): The Freon compressor shall be a Thermo King X430.	***OK***
148) A/C System (Inclusive): The HVAC system shall be manufactured by Thermo King. all the components of the system will be Thermo King's standard as provided with the Intelligaire II.	***OK***
149) Destination Signs: The destination signs shall be the Luminator Horizon full LED system. Should the City of Lincoln prefer, the Max 3000 could be provided.	***OK***
150) Sign Location: The switch for the emergency message shall be located at the bottom of the harness cover located to the left of the operator.	***OK***
151) Operator Control Unit: The OCU shall be mounted forward and above the driver on the destination sign panel.	***NO***
152) Operator Control Unit: The operation of the OCU shall be the standard as provided by Luminator.	***OK***
153) OCU: New Flyer requests clarification of J1708 Backbone is required.	***YES*** ***LUMINATOR STANDARD***
154) Interior Headsign: Please clarify who is to provide and/or install the AVA System and the expected vendor of the system.	***REQUIRING COMPATIBLE DEVICES*** ***NO AVA SYSTEM TO BE INSTALLED AT THIS TIME***
155) Visors: Roller blinds shall be provided that will move up or down to the desired level with in the travel limit of the blinds however do not move side to side.	***OK***
156) Farebox: Please advise who will be providing the Farebox? Lincoln or New Flyer?	***LINCOLN***
157) Valuables Compartment: The compartment shall be 12 x 19 x 9.5 inches, paddle latched without key lock located on the wheelhouse rearward of the driver's seat.	***OK***

158) Towing Eyes: Towing, with the use of an adapter, can be performed from the front of the coach only. Towing from the rear is not recommended, however should it be required, provision are made in the rear frame that would allow short distance towing only.	***OK***
159) Wheel Chair-Requirements: The minimum length of the solid wheel chair platform shall be 44 inches by 30.5 inches wide. Distance between front wheelhouses shall be 35.5 inches. There are no stanchions at the front (entrance) door however grabrails are provided on each door leaf.	***OK***
160) Passenger Lift (inclusive): As this is a low floor bus, there is no wheel chair lift needed however New Flyer shall supplied it's patented ramp which is detailed in the attached information and allows wheel chair access.	***OK***
161) Wheelchair Tie down/Apparatus: The restraining system for the Wheelchairs shall be the American "ARM" or the USSC "VPRO".	***OK***
162) On-Board Digital recording System (g): Please clarify the quantity and details for color and black and white cameras indicated in this section.	***8MM Black & White***
163) Manuals and Catalogs: New Flyer does not supply a separate list of non-standard parts. Each New Flyer parts manual is "build Specific" and will contain serviceable/replaceable part information used in construction of bus.	***OK***
164) Drawings: As there is no AE process with this bid, New Flyer requests clarification of when these drawings are due by.	***with proposal***
165) In order to satisfy Lincoln's requirements, New Flyer requests more specific information on warranty requirements.	***50,000 miles and 12 months 100% Bumper to Bumper*** ***5 Year 200,000 miles Engine manufacture*** ***2 Year 100,000 miles Trans manufacture*** ***2 Year HVAC***
166) In order to satisfy Lincoln's requirements, New Flyer requests more specific information on training requirements.	***8 hours on-site***
167) ***THERE ARE NO DEVIATIONS FROM THE CITY OF LINCOLN INSTRUCTIONS TO PROPOSERS.***	

ORION BUS INDUSTRIES
Approved Equals for RFP 03-236

1) Air Compressor: Orion advises that the Bendix-Westinghouse AD9 is an air dryer model not an air compressor. The air compressor required for the Cummins ISL requested within the specifications is a Wabco with a capacity of 18.7 cfm.

THAT'S CORRECT – BENDIX

2) Buy America Audit Worksheet: Orion requests clarification that the Buy America Audit Worksheet need only be provided at the Pre-award stage of the procurement process as per standard practice, and that this form is not required with the bid submittal. The worksheet will contain confidential and proprietary information that is best shared during the audit. The Buy America Certificate, Exhibit F, will be submitted with the bid.

RIGHT