

Addendum No. 2

Project Name:	35' Long x 102" Wide Heavy Duty Low Floor Diesel Powered Buses and Option Equipment	Project No.:	RFP: 16-17-31
Prepared By:	Denisha Harris	Date:	April 12, 2017

Please find attached response to approved equals.

Enclosure

HVAC SYSTEMS

General

The Heating, Ventilation and Air Conditioning (HVAC) climate control system shall be a Thermo-King T-14 (Requested that MCC RM 35 be considered as an approved equal – please see *supporting data sheet* - attached) or approved equal. The system shall be mounted in the rear of the bus and capable of maintaining the interior of the bus at the temperature and humidity levels suitable for all climatologically conditions throughout our geographical region.

Accessibility and serviceability of components shall be provided without requiring maintenance personnel to climb-up on the roof of the bus.

Temperature Controls

Operation of the climate Control System shall be controlled by a microprocessor based controller which maintains interior temperature at the desired set point. The controller shall be mounted behind the return air grill where it is accessible only by maintenance personnel. A rotary switch shall mounted on the dash panel to allow the driver to manually switch the HVAC system to Off, Cool, Vent High, Vent Low, Heat Low, Heat High Settings

Compressor and Refrigerant

The HVAC system shall utilize an X 426 Compressor and operate with 407C refrigerant.

(Requested that the O5G compressor with R134A refrigerant be considered as an approved equal – please see *supporting data sheet* - attached)

An S616 screw type compressor with 134A refrigerant shall be priced separately from the base bus as an option.

Heater Core (s) and Water Lines

Heater water lines shall be routed as much as possible through the inside of the bus. All lines not routed through the inside of the bus shall be properly insulated to control heat loss. Hand manual shut off valves for the heater core shall be provided in the water lines to provide for ease of replacement. All core(s) will be equipped with drain cocks to facilitate complete draining of the core(s). All flexible water hoses will be of the silicone type. Heater core must be replaceable without removing any major components.

Driver's Heater and Defroster

An MCC or approved equal heater and defroster system shall be provided in the front dash compartment. A heater unit of at least 44,000 BTU output at 160 degrees F. water temperature is required. A two speed brushless blower motor shall be provided with a manual water valve shall be to control the flow of hot water to the core along with two hand shut off valves to facilitate replacement of the core and two shut off valves to facilitate replacement of the booster/marine pump.

This system shall be adequate to provide 65 degrees F temperature in the driver's area with an outside temperature of 0 degrees F. Defroster outlets shall be provided at the bottom of the windshield, and driver's side window so that the entire windshield, and side windows will be kept free from frost or fog.

This system will also have an adjustable vent to apply heat to the driver's feet, and the complete system is to be under the direct control of the driver. The system shall be capable of operating without activating the main heater system.

February 2017

34

Front door Threshold heater


A MCC or approved equal 1 speed, 24 volt, 12 BTU front door threshold heater will be provided. The heater will be controlled by a toggle switch mounted on the driver's dash.

Auxiliary Dash Fan

One (1) 24 volt auxiliary fans shall be mounted on the left hand corner and center of bottom of destination sign compartment. A three (3) position control switch (high, low and off positions) shall be provided on driver's dash.

ALL HVAC ITEMS ARE APPROVED

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	1	
Proposer:	GILLIG LLC	
RFP Section:	6. MWBE PROGRAM	
Page:	12	
Customer Specification Requirement:		
<p>The City has established a 2% Minority Business Enterprise (MBE) and 2% Women Business Enterprise (WBE) goal for the participation of M/WBE firms in supplying goods and services for the completion of this project. All firms submitting bids agree to utilize minority and women-owned suppliers and service providers whenever possible.</p>		
Question, Clarification, or Approved Equal:		
<p>GILLIG submits our DBE information directly to the FTA as required by the regulations. We have been "approved" as a Transit Vehicle Manufacturer (TVM) by the FTA.</p> <p>We request confirmation that our attached Disadvantaged Business Enterprise (DBE/MBE) Certification complies with the requirements of this section.</p>		
 DBE-MBE CERTIFICATION 2017		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:		
<p><i>Required to submit Attachment B, "Transit Vehicle Manufacturers Certification" with the Bid</i></p>		



**DISADVANTAGED/MINORITY BUSINESS ENTERPRISE
(DBE/MBE) CERTIFICATION**

Gillig LLC, Box 3008, Hayward, California 94545, hereby certifies that Gillig LLC has complied with the requirements of 49 CFR Part 26 of the Transportation Assistance Act of 1982, and submitted the required documents to the Federal Transit Administration (FTA).

The FTA advised that Gillig has obtained 49 C.F.R. Part 26.49 certification and we are eligible to bid on federally funded contracts in FY2017. Transit customers may call the FTA for verification.

BRITNEY BERRY
FEDERAL TRANSIT ADMINISTRATION
Office of Civil Rights
1200 New Jersey Avenue SE
Washington, DC 20590
Phone: 202-366-1065
E-mail: britney.berry@dot.gov


GILLIG LLC

By _____
JOSEPH POLICARPIO
TITLE VICE PRESIDENT
DATE _____

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	2			
Proposer:	GILLIG LLC			
RFP Section:	7..TAXES			
Page:	12			
Customer Specification Requirement:				
<p>Sales taxes may be listed on the proposal, but as a separate item. No charge will be allowed for Federal Excise and Transportation tax from which the City is exempt.</p>				
Question, Clarification, or Approved Equal:				
<p>GILLIG requests that the Procuring Agency advise bidders/proposers of any Local, City, County, State, Franchise or Income taxes, tariffs, fees, business licenses and special taxes, or licenses that will need to be paid and/or purchased by the successful bidder/proposer as part of the performance of this contract or option of this contract.</p> <p>The APTA STANDARD BUS PROCUREMENT GUIDELINES advise that the "Agency shall furnish to all prospective Proposers a list of applicable state and local taxes imposed by the Agency's state or local governments. The Agency shall be liable for any such state and local taxes applicable to the complete bus as delivered that are promulgated and become effective between the Due Date and the delivery date."</p>				
Customer Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See Response Below
Customer Response:				
<p><i>7% sales tax (state and local combined) NO business license is required</i></p>				

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	6	
Proposer:	GILLIG LLC	
RFP Section:	PERFORMANCE BOND	
Page:	13	
Customer Specification Requirement:		
<p>The successful bidder shall furnish a 100% performance bond executed by a corporation surety licensed under the laws of North Carolina to execute such bonds, conditioned that the surety will upon demand forthwith make the payments to the obligee upon said bond if the bidder fails to perform the duties on the contract in accordance with the contract documents. The performance bond must be furnished within thirty (30) days after receipt of signed Contract or Purchase Order, which guarantees performance of all terms and conditions of the contract. The performance bond shall specifically cover the performance of the contract according to its terms and conditions, as well as payment of all related bills and encumbrances. This performance bond shall be issued by a surety company who is listed by the U.S. Treasury Department's list of approved sureties, as published in Circular 570, as of the bid date. The performance bond shall be issued in an amount equal to 100% of the bid amount and shall be dated concurrent to, or subsequent to, the date of the contract or purchase order.</p>		
Question, Clarification, or Approved Equal:		
<p>GILLIG requests approval to provide our Performance Bond issued by our surety company on their standard form. A sample is attached for your review and approval. Our surety company is licensed to do business in your State.</p>		
 Performance Bond.pdf		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See Response Below
Customer Response:		

PERFORMANCE BOND

KNOW ALL BY THESE PRESENTS, That we, (Principal) (hereinafter called the Principal), as Principal, and (Surety), a corporation duly organized under the laws of the State of (Surety State) (hereinafter called the Surety), as Surety, are held and firmly bound unto (Obligee), (hereinafter called the Obligee), in the sum of (Dollar Amount) (\$Dollar Amount) Dollars, for the payment of which sum well and truly to be made, we, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents

Sealed with our seals and dated this (Sign Day) day of (Sign Month), 20(Sign Year)

WHEREAS, said Principal has entered into a Contract with said Obligee, dated (Contract Date)
for (Project Description)

in accordance with the terms and conditions of said Contract, which is hereby referred to and made a part hereof as if fully set forth herein;

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, That if the above bounded Principal shall well and truly keep, do and perform each and every, all and singular, the matters and things in said contract set forth and specified to be by said Principal kept, done and performed, at the times and in the manner in said contract specified, or shall pay over, make good and reimburse to the above named Obligee, all loss and damage which said Obligee may sustain by reason of failure or default on the part of said Principal so to do, then this obligation shall be null and void; otherwise shall remain in full force and effect.

NO SUIT, ACTION OR PROCEEDING by the Obligee to recover on this bond shall be sustained unless the same be commenced within two (2) years following date on which Principal ceased work on said Contract.

(Principal) _____
Principal

By: _____

(Surety) _____
Surety

By: _____
(Surety Attorney-in-Fact), Attorney-in-Fact

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	7		
Proposer:	GILLIG LLC		
RFP Section:	REIMBURSEMENT FOR LABOR		
Page:	15		
Customer Specification Requirement:			
<p>The amount shall be determined by multiplying the number of man-hours actually required to correct the defect by a per hour, straight wage rate, including fringe benefits, of \$65.00 per hour, plus the cost of towing in the bus if such action was necessary.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests deletion of the requirement for the manufacturer to reimburse towing charges. The bus manufacturer has no control over this decision (tow/repair on site), and due to widely varying guidelines and criteria involved, it is impossible to predict the cost impact in the bid process. GILLIG, as well as other manufacturers have in the past experienced major administrative problems and costs regarding towing charges.</p> <p>Additionally, as a clarification, GILLIG cannot pay any towing beyond the basic bus warranty, as this would increase the unrecoverable costs even further.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	8			
Proposer:	GILLIG LLC			
RFP Section:	DOCUMENTS			
Page:	16			
Customer Specification Requirement:				
<p>The Contractor shall provide the City of Greenville, at least 30 days prior to the delivery date of any buses ordered, current maintenance and parts manuals</p>				
Question, Clarification, or Approved Equal:				
<p>GILLIG requests approval to provide the Maintenance Manual and Parts Manual 3 weeks after delivery of the first bus. This will allow complete incorporation of the City's specifications and any changes that may be required during the construction cycle.</p>				
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See Response Below
Customer Response:				

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	9		
Proposer:	GILLIG LLC		
RFP Section:	DOCUMENTS		
Page:	16		
Customer Specification Requirement:			
<p>In addition, if not included in the parts manual, the Contractor shall also provide a complete list of all major components and sub-components provided by subcontractors used on the buses including the original suppliers' and/or manufacturers' part name, part numbers, company names, addresses, telephone numbers and contact persons' names</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide our standard manuals and cross referencing information to satisfy this item in the specification. GILLIG's parts manuals and parts price lists identify by part number and price all the equipment incorporated into the Low Floor coach as bid. The manuals also include cross-referencing to major OEM components and other competitive and alternative sources where available, but sometimes cannot include detail break downs because of proprietary, contractual, or other non-availability reasons.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	10	
Proposer:	GILLIG LLC	
RFP Section:	RESIDENT INSPECTORS	
Page:	18	
Customer Specification Requirement: Vendor should cover travel, hotel and meals for the two inspectors.		
Question, Clarification, or Approved Equal: GILLIG requests approval to delete these requirements, as this is not part of GILLIG's standard offerings.		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See Response Below
Customer Response:		


CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	11		
Proposer:	GILLIG LLC		
RFP Section:	OVERALL DIMENSIONS		
Page:	24		
Customer Specification Requirement:			
Length Over Bumpers: 441.5			
Question, Clarification, or Approved Equal:			
GILLIG requests approval to provide an over the bumper bus length of 442.0".			
This is the standard length (over the bumpers) of a 35' GILLIG Low Floor bus.			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

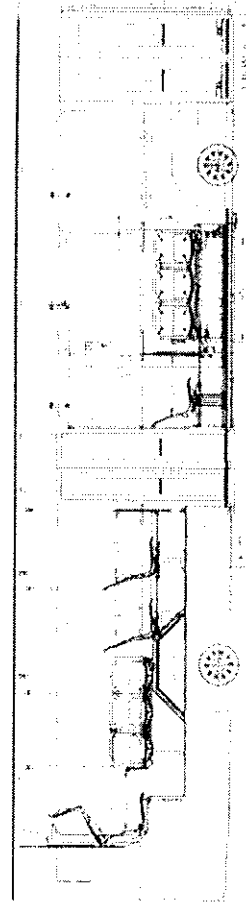
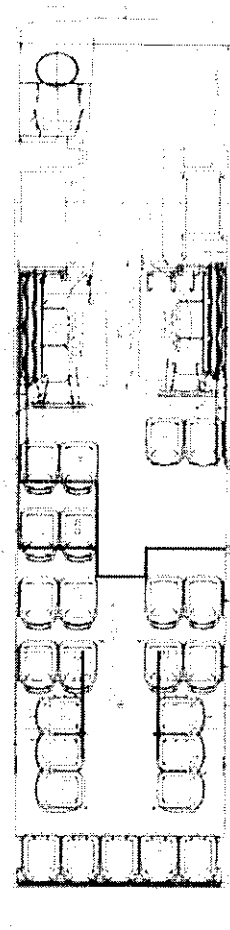
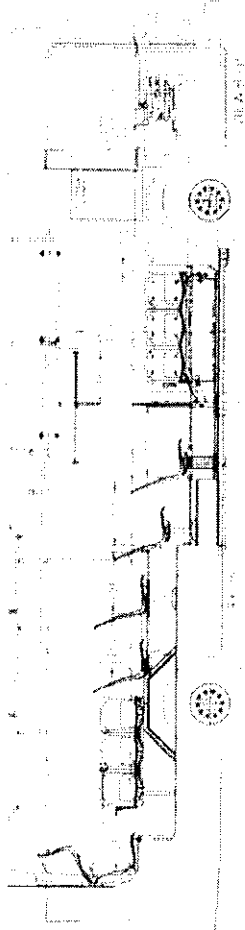
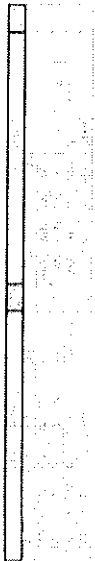
CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	12	
Proposer:	GILLIG LLC	
RFP Section:	OVERALL DIMENSIONS	
Page:	24	
Customer Specification Requirement:		
Length Over Body: 431		
Question, Clarification, or Approved Equal:		
GILLIG requests approval to provide an over the body bus length of 432.1".		
This is the standard length (over the body) of a 35' GILLIG Low Floor bus.		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See Response Below
Customer Response:		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	13	
Proposer:	GILLIG LLC	
RFP Section:	OVERALL DIMENSIONS	
Page:	24 & 37	
Customer Specification Requirement:		
<p>Seating Capacity Maximum: 32</p> <p>Forward facing seats behind W/C positions must have a barrier.</p>		
Question, Clarification, or Approved Equal:		
<p>GILLIG requests approval to provide a seat layout with 31 passengers, not including the operator</p> <p>Please see attached.</p> <div style="text-align: center;">  <p>Adobe Acrobat Document</p> </div>		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See Response Below
Customer Response:		

SL-65464-XXXXX (1 DWG)

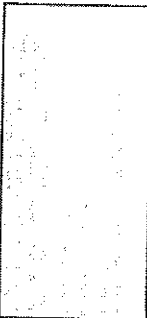


TO MAINTAIN PROPER CLEARANCE, THE SEAT MUST BE POSITIONED FOR
SIGNIFICANT INFLUENCE TO PASSENGER SAFETY IN THE EVENT OF
SEAT'S COLLAPSE FORWARD OR THE ADA SEAT MUST BE IN THE
THE PLACEMENT OF A BARRIER FORWARD OF THEMSELY.

PRELIMINARY
RELEASE ONLY

WHEELS ARE OPTIONAL

31



ORLEANS
HAWAII, HI

KIT & DIAGRAM SEAT
LF2010 35" X 102"

CUSTOMER NAME STATE
SL-65464-XXXXX

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	14	
Proposer:	GILLIG LLC	
RFP Section:	OVERALL DIMENSIONS	
Page:	24	
Customer Specification Requirement: Approach Angle: 8.4		
Question, Clarification, or Approved Equal: GILLIG requests approval to provide an Approach Angle of 8.5 degrees. This is the standard Approach Angle for a 35' GILLIG Low Floor bus.		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See Response Below
Customer Response:		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	15		
Proposer:	GILLIG LLC		
RFP Section:	OVERALL DIMENSIONS		
Page:	24		
Customer Specification Requirement:			
Departure Angle: 8.1			
Question, Clarification, or Approved Equal:			
GILLIG requests approval to provide a Departure Angle of 8.9 degrees			
This is the standard Departure Angle for a 35' GILLIG Low Floor bus.			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	16		
Proposer:	GILLIG LLC		
RFP Section:	OVERALL DIMENSIONS		
Page:	24		
Customer Specification Requirement:			
Break Over Angle: 14.6			
Question, Clarification, or Approved Equal:			
GILLIG requests approval to provide a Break Over Angle of 12.8 degrees.			
This is the standard Break Over Angle for a 35' GILLIG Low Floor bus			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			


CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

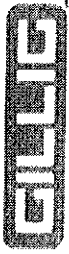
Request #	17	
Proposer:	GILLIG LLC	
RFP Section:	ENGINE (DIESEL HYBRID OPTION)	
Page:	25	
Customer Specification Requirement: An electrical switch is required for stationary regeneration if applicable. Switch shall be a guarded switch and placed in the rear control panel.		
Question, Clarification, or Approved Equal: GILLIG request approval to provide the guarded regeneration switch in the front interior control panel. This is the standard on a 35' GILLIG Low Floor bus.		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See Response Below
Customer Response:		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

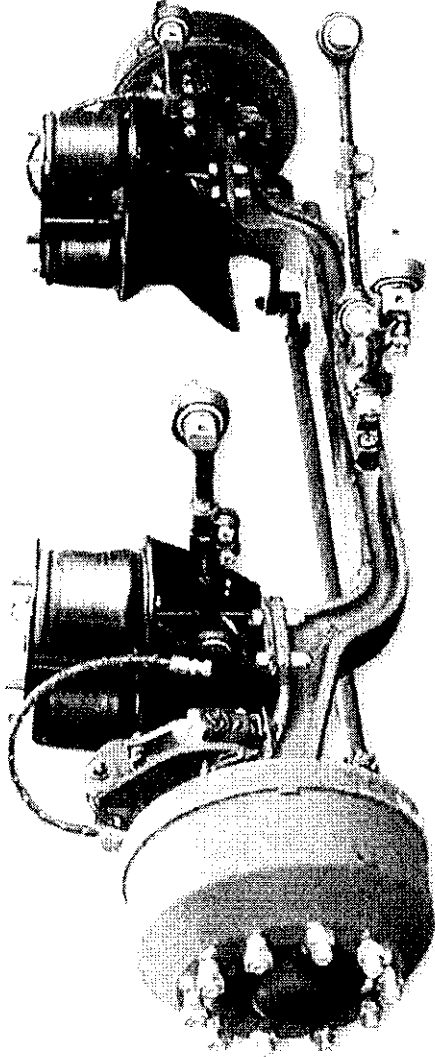
Request #	18			
Proposer:	GILLIG LLC			
RFP Section:	BRAKES			
Page:	27			
Customer Specification Requirement:				
<p>Parking brake shall be spring applied, air released chamber mounted on the rear axle assembly. The emergency air tank shall be piped to a service valve at the left front corner of the bus to fill the tank for towing the vehicle.</p>				
Question, Clarification, or Approved Equal:				
<p>GILLIG wishes to advise the Agency that per FMVSS121, it is no longer necessary for the air system to incorporate an emergency brake override device or dedicated emergency air tank. GILLIG will provide a mechanical emergency parking brake release valve, designed to be used to release the parking brake if the regular parking brake air pressure is depleted. The mechanism is supplied by our brake chamber manufacturer.</p> <p>GILLIG requests approval.</p>				
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See Response Below
Customer Response:				

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

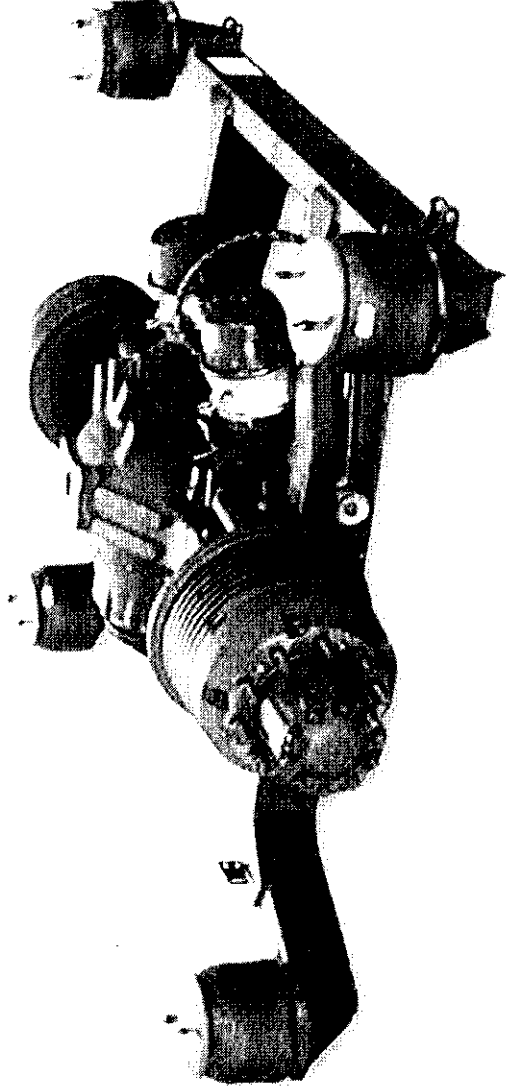
Request #	19	
Proposer:	GILLIG LLC	
RFP Section:	SUSPENSION	
Page:	27	
Customer Specification Requirement:		
<p>Anti-sway bars shall be provided both front and rear in order to prevent the bus from swaying when turning or moving on and out of traffic.</p>		
Question, Clarification, or Approved Equal:		
<p>GILLIG wishes to advise the Agency that neither the front or rear suspension on the Low Floor coach incorporates a "sway bar" in their design.</p> <p>GILLIG requests approval to provide our standard front and rear suspensions utilizing torque rods, track bars and radius rods to prevent the coach from swaying when turning or moving in and out of traffic.</p> <p>Please see attached.</p> <div style="text-align: center;">  Adobe Acrobat Document </div>		
Customer Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See Response Below
Customer Response:		



LOW FLOOR



Front Axle and Suspension Assembly



Rear Axle and Suspension Assembly

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	20		
Proposer:	GILLIG LLC		
RFP Section:	SUSPENSION		
Page:	27		
Customer Specification Requirement:			
<p>Release of this switch after actuation shall stop the kneel cycle immediately, but shall not cause the bus to rise; closing the front door shall cause the bellows to be inflate.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide a single toggle switch which activates the kneeling/rise system. The air bellows will inflate as demanded by the self-adjusting ride height control valve or by the operator engaging the rise feature of the kneeling system.</p> <p>This is standard on the GILLIG Low Floor bus.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	21			
Proposer:	GILLIG LLC			
RFP Section:	CNG Piping and Tubing			
Page:	29			
Customer Specification Requirement:				
<p>There shall only be one (1) crossover fuel line on the roof with a single stainless steel fuel supply line going into the engine compartment at the rear curbside of the vehicle.</p>				
Question, Clarification, or Approved Equal:				
<p>GILLIG respectfully wishes to clarify that if we are the successful bidder, GILLIG will supply a CNG piping configuration that contains (2) crossover fuel line on the roof. These roof top crossover fuel lines run underneath our roof top cat walk and are not exposed.</p> <p>This is the GILLIG standard.</p>				
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See Response Below
Customer Response:				


CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	22		
Proposer:	GILLIG LLC		
RFP Section:	AIR SYSTEM		
Page:	31		
Customer Specification Requirement:			
<p>All air tanks shall have clean out plugs and be equipped with a pet cock type drain valves to allow individual tank purging/depressurization.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to delete the requirement for all air tanks to be equipped with clean-out plugs. The air reservoirs on a Low Floor bus are mounted in the roof structure in an air tank compartment under the roof, making plugs impractical. GILLIG will supply four (4) drain valves on the road side of the bus conveniently located approximately waist high above the battery box.</p> <p>This is standard on the GILLIG Low Floor bus.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

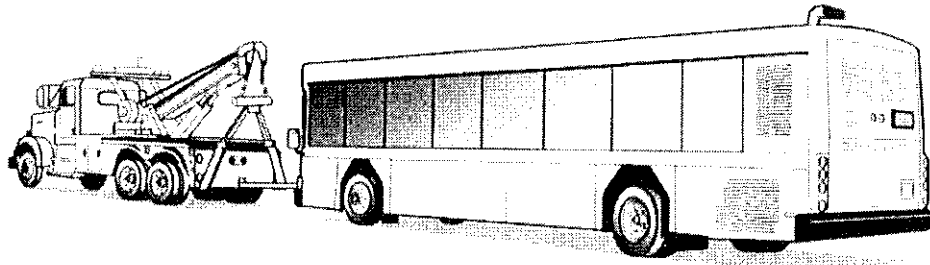
CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	23		
Proposer:	GILLIG LLC		
RFP Section:	BODY AND UNDER FRAMING		
Page:	32		
Customer Specification Requirement:			
<p>No sheet metal screws are permitted. Rivets, if used, shall be of the flush-head type and not protrude above the panel surface.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG wishes to advise the Agency that the GILLIG Low Floor design utilizes a minimal number of button head rivets.</p>			
Customer Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:			
<p>OKAY</p>			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	24		
Proposer:	GILLIG LLC		
RFP Section:	ROOF AND CEILING		
Page:	32		
Customer Specification Requirement:			
<p>The body and under framing shall be designed and constructed to accommodate the bus being lifted by a wrecker at the front or rear ends and being towed with the front or rear wheels off the ground without damage to any of the body, frame or suspension components.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG Low Floor buses incorporate towing provisions below the front bumper. Towing provisions consist of two eyes attached to the front frame cross member, with rear tow eyes incorporated in the rear most frame cross member.</p> <p>GILLIG requests concurrence.</p> <p>Please see attached.</p> <div style="text-align: center;">  Adobe Acrobat Document </div>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

Towing Instructions



GILLIG recommends flatbedding a disabled bus. If towing is necessary, flat towing from the front with a fixed tow bar is recommended. Towing with the front end raised should be a last resort. GILLIG does not recommend towing from the rear. Review the Warnings and Caution below before towing the bus.



WARNING

- Towing should not be attempted without proper training.
- No towing operation should be attempted which is unsafe in any way for the towing vehicle, operator, bystanders, or other motorists.
- Vehicle towing must be done in compliance with all state and local laws. Safety chains must be used in conjunction with the primary lifting/towing equipment. Secure or remove all loose or protruding parts of a damaged bus. To avoid possible personal injury, **DO NOT** get under a bus that is being lifted by the towing equipment unless the bus is properly blocked and supported. The GILLIG Low Floor should never be towed more than a few feet without first disconnecting the driveline.
- An auxiliary air supply of 100 to 120 psi should be provided to the bus while it is being towed, so that adequate air is available to operate the brakes. Any time the air pressure falls below 65 psi, the parking brake engages automatically. The Low Floor bus is fitted with emergency air fittings at the front and rear behind the bumpers. This allows operation of the brakes and suspension while the bus is being towed. The front emergency air fitting has a cap/filter assembly which must be removed prior to hooking up an external air source. Be sure to reinstall the cap/filter assembly after towing the bus.
- Never tow a vehicle over 35 miles per hour (55 kilometers per hour).



CAUTION

Remove the driveshaft or *both* axle shafts before towing the bus! Towing with the driveline rotating will damage the transmission. Clean up any spilled oil.

Flat Towing (All Wheels on the Ground)

A fixed tow bar (Figure 1-8 or Figure 1-10) should be used only for flat towing the Low Floor. If your bus has the streamlined (BRT) front structure, you must use the BRT tow bar in order to avoid damaging the front cap lower closeout (see Figure 1-9).

See Figure 1-11 for ground clearance and towing height for BRT tow bars.

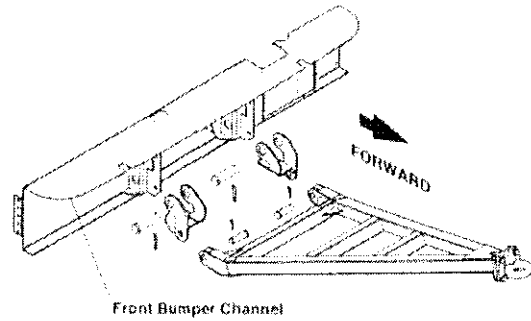


Figure 1-8, GILLIG Fixed Tow Bar for Standard Low Floor

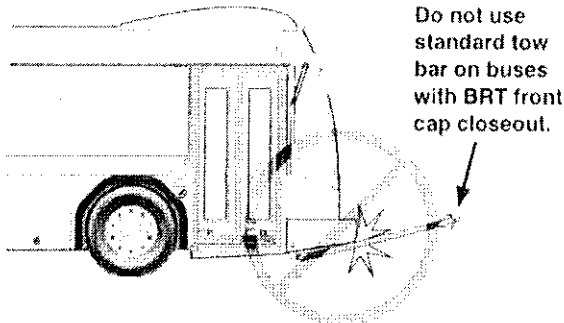


Figure 1-9, Incorrect Tow Bar on BRT Bus

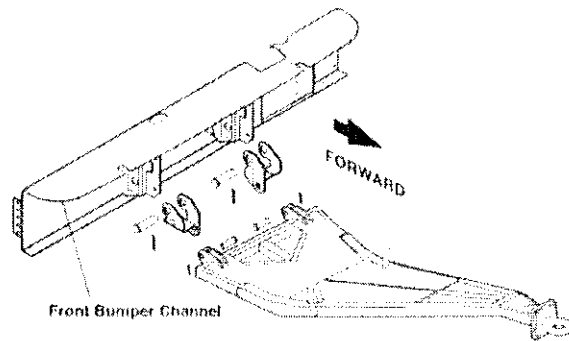


Figure 1-10, GILLIG Fixed Tow Bar for BRT Buses

CAUTION

Do not try to lift the front wheels with a tow bar. GILLIG tow bars are for flat towing with all four wheels on the ground only. For towing with the front wheels raised, see important information on the following page.

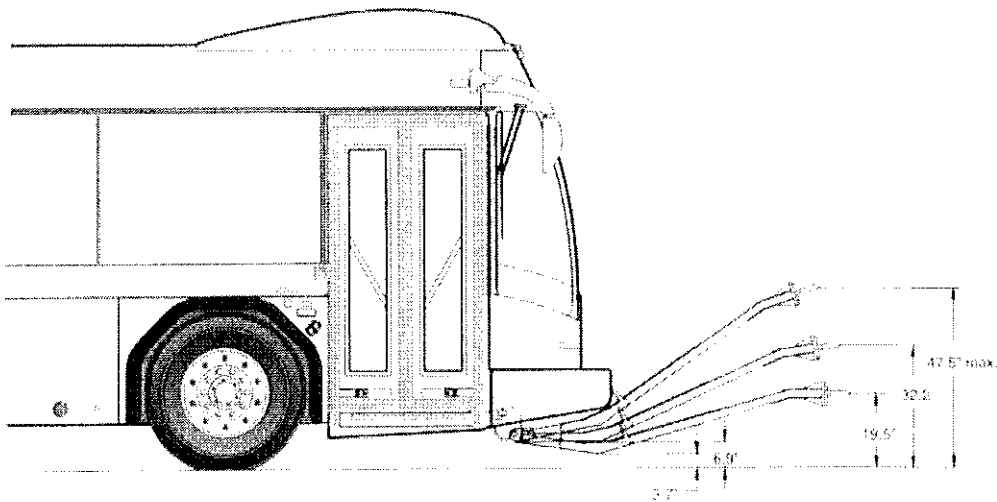


Figure 1-11, BRT Tow Bar Ground Clearance and Towing Height

Towing with Front Wheels Raised (Hooking)



Do not try to lift the front wheels with a tow bar. GILLIG tow bars are for flat towing with all four wheels on the ground only.

If it is necessary to tow with the front of the bus elevated, the front axle must be securely chained so that the shock absorbers and air springs are not damaged. Chain the front axle as follows.

1. Support the frame securely with blocks or jack stands.
2. Make sure that wheels are pointing straight ahead.
3. Working from behind the front axle, secure the chains around the tie rod to the structure behind, as shown in Figure 1-12. Minimum chain size is 3/8".
4. Lift the front of the bus and verify that the chains are supporting the axle.
5. Use towing points **A** or towing points **B** as shown in Figure 1-12

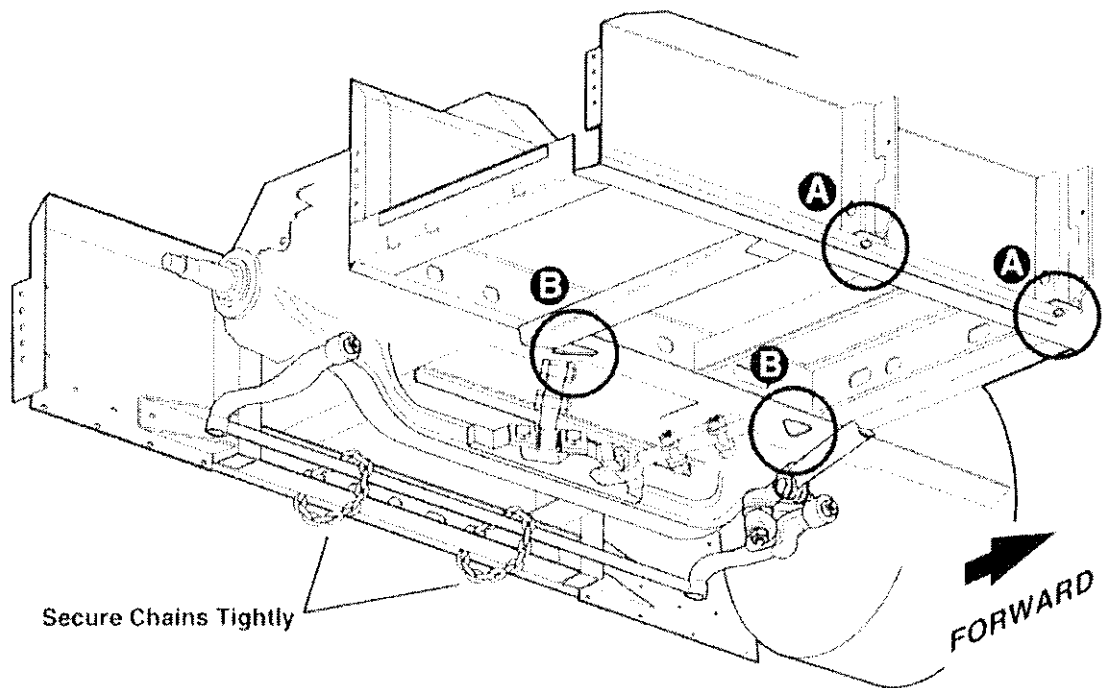


Figure 1-12. Tow Points and Chaining Front Axle

5.3 STRUCTURAL STRENGTH AND DISTORTION TESTS - STATIC TOWING TEST

5.3-I. TEST OBJECTIVE

The objective of this test is to determine the characteristics of the bus towing mechanisms under static loading conditions.

5.3-II. TEST DESCRIPTION

Utilizing a load-distributing yoke, a hydraulic cylinder is used to apply a static tension load equal to 1.2 times the bus curb weight. The load will be applied to both the front and rear, if applicable, towing fixtures at an angle of 20 degrees with the longitudinal axis of the bus, first to one side then the other in the horizontal plane, and then upward and downward in the vertical plane. Any permanent deformation or damage to the tow eyes or adjoining structure will be recorded.

5.3-III. DISCUSSION

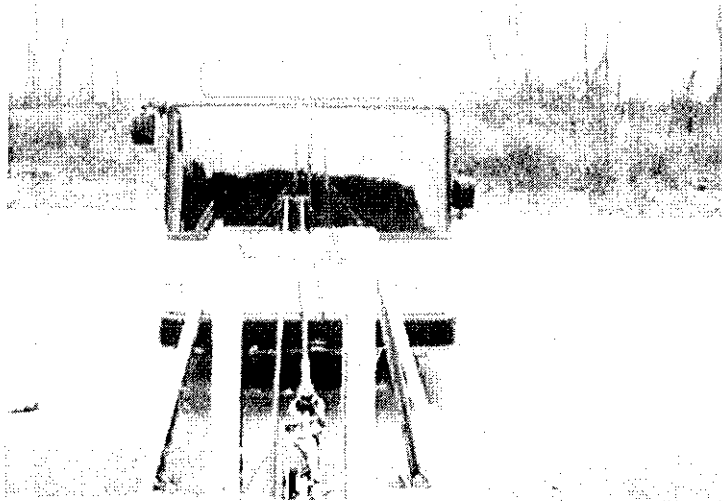
The load-distributing yoke was incorporated as the interface between the Static Tow apparatus and the test bus tow hook/eyes. The test was performed to the full target test weight of 32,688 lbs (1.2 x 27,240 lbs CW). All four front pulls were completed with no damage or deformation observed. The manufacturer does not recommend towing from the rear, therefore, no rear test was performed.

STATIC TOWING TEST DATA FORM

Bus Number: 0410	Date: 11-23-04
Personnel: R.C., T.S., M.H. & S.C.	Temperature (°F): 49

Inspect right front tow eye and adjoining structure.
Comments: No damage or deformation observed.
Check the torque/welds of all bolts attaching tow eye and surrounding structure.
Comments: Welds verified.
Inspect left tow eye and adjoining structure.
Comments: No damage or deformation observed.
Check the torque/welds of all bolts attaching tow eye and surrounding structure.
Comments: Welds verified.
Inspect right rear tow eye and adjoining structure.
Comments: N/A
Check the torque of all bolts attaching tow eye and surrounding structure.
Comments: N/A
Inspect left rear tow eye and adjoining structure.
Comments: N/A
Check the torque of all bolts attaching tow eye and surrounding structure.
Comments: N/A
General comments of any other structure deformation or failure: All four front pulls were completed to the full target test load of 32,688 lbs (1.2 x 27,240 lbs) with no damage or deformation observed. The manufacturer does not recommend rear towing, therefore, a rear test was not performed.

5.3 STATIC TOWING TEST

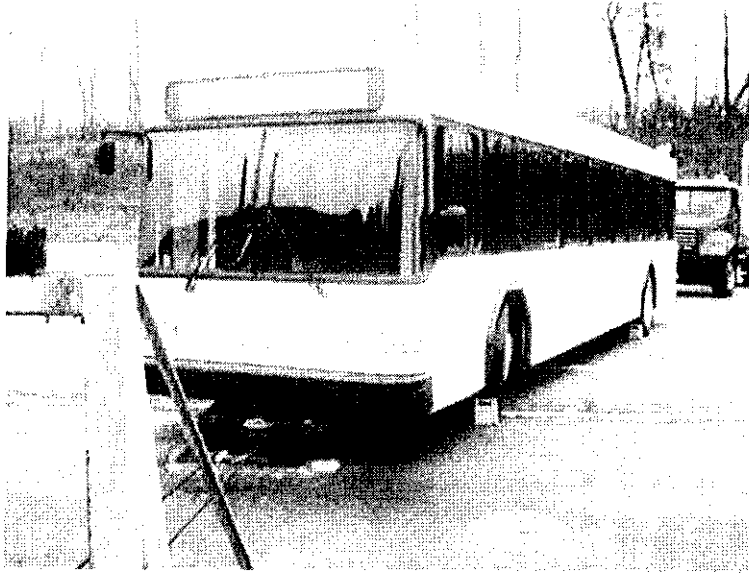


FRONT 20° UPWARD PULL

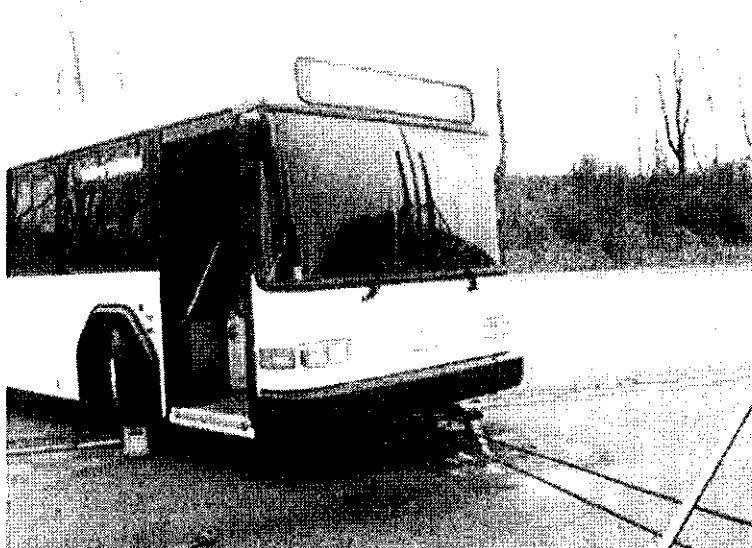


FRONT 20° DOWNWARD PULL

5.3 STATIC TOWING TEST CONT.



FRONT 20° LEFT PULL



FRONT 20° RIGHT PULL

5.4 STRUCTURAL STRENGTH AND DISTORTION TESTS - DYNAMIC TOWING TEST

5.4-I. TEST OBJECTIVE

The objective of this test is to verify the integrity of the towing fixtures and determine the feasibility of towing the bus under manufacturer specified procedures.

5.4-II. TEST DESCRIPTION

This test requires the bus be towed at curb weight using the specified equipment and instructions provided by the manufacturer and a heavy-duty wrecker. The bus will be towed for 5 miles at a speed of 20 mph for each recommended towing configuration. After releasing the bus from the wrecker, the bus will be visually inspected for any structural damage or permanent deformation. All doors, windows and passenger escape mechanisms will be inspected for proper operation.

5.4-III. DISCUSSION

The bus was towed using a heavy-duty wrecker. The towing interface was accomplished by incorporating a hydraulic under lift. A front lift tow was performed. Rear towing is not recommended. No problems, deformation, or damage was noted during testing.

DYNAMIC TOWING TEST DATA FORM

Bus Number: 0410	Date: 12-2-04
Personnel: S.C. & M.H.	

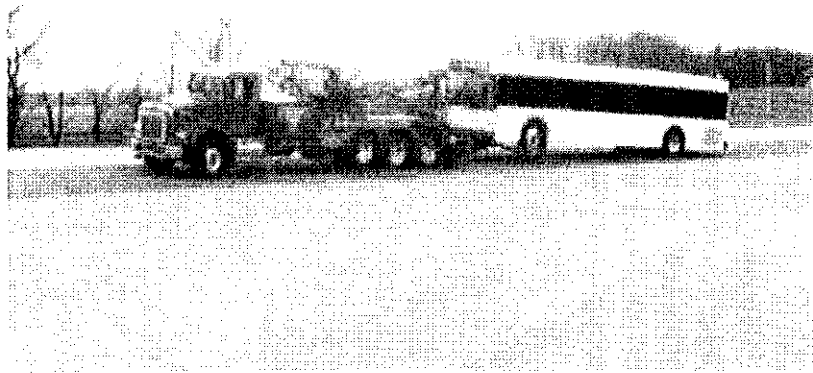
Temperature (°F): 41	Humidity (%): 60
Wind Direction: Calm	Wind Speed (mph): Calm
Barometric Pressure (in.Hg): 30.12	

Inspect tow equipment-bus interface.
Comments: A safe and adequate connection was made between the tow equipment and the bus.
Inspect tow equipment-wrecker interface.
Comments: A safe and adequate connection was made between the tow equipment and the wrecker.
Towing Comments: A front lift tow was performed incorporating a hydraulic under lift wrecker.
Description and location of any structural damage: None noted.
General Comments: The manufacturer does not recommend towing from the rear; therefore, a rear tow was not performed.

5.4 DYNAMIC TOWING TEST



TOWING INTERFACE



TEST BUS IN TOW

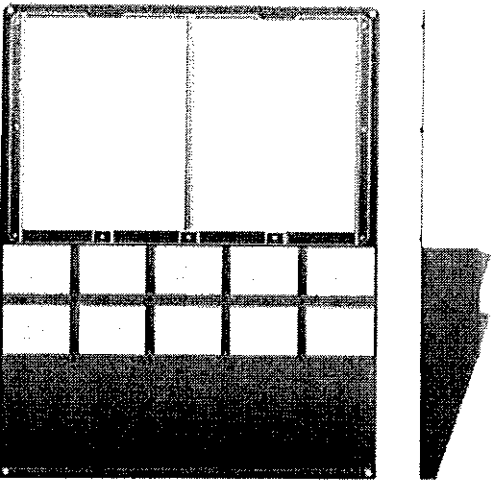
CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	25	
Proposer:	GILLIG LLC	
RFP Section:	HVAC SYSTEMS	
Page:	35	
Customer Specification Requirement: A MCC or approved equal 1 speed, 24 volt, 12 BTU front door threshold heater will be provided.		
Question, Clarification, or Approved Equal: GILLIG respectfully wishes to clarify that the GILLIG Low Floor front door threshold heater has a total 12,000 BTU/HR net heating capacity.		
Customer Action:	<input type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:	OKAY	


CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

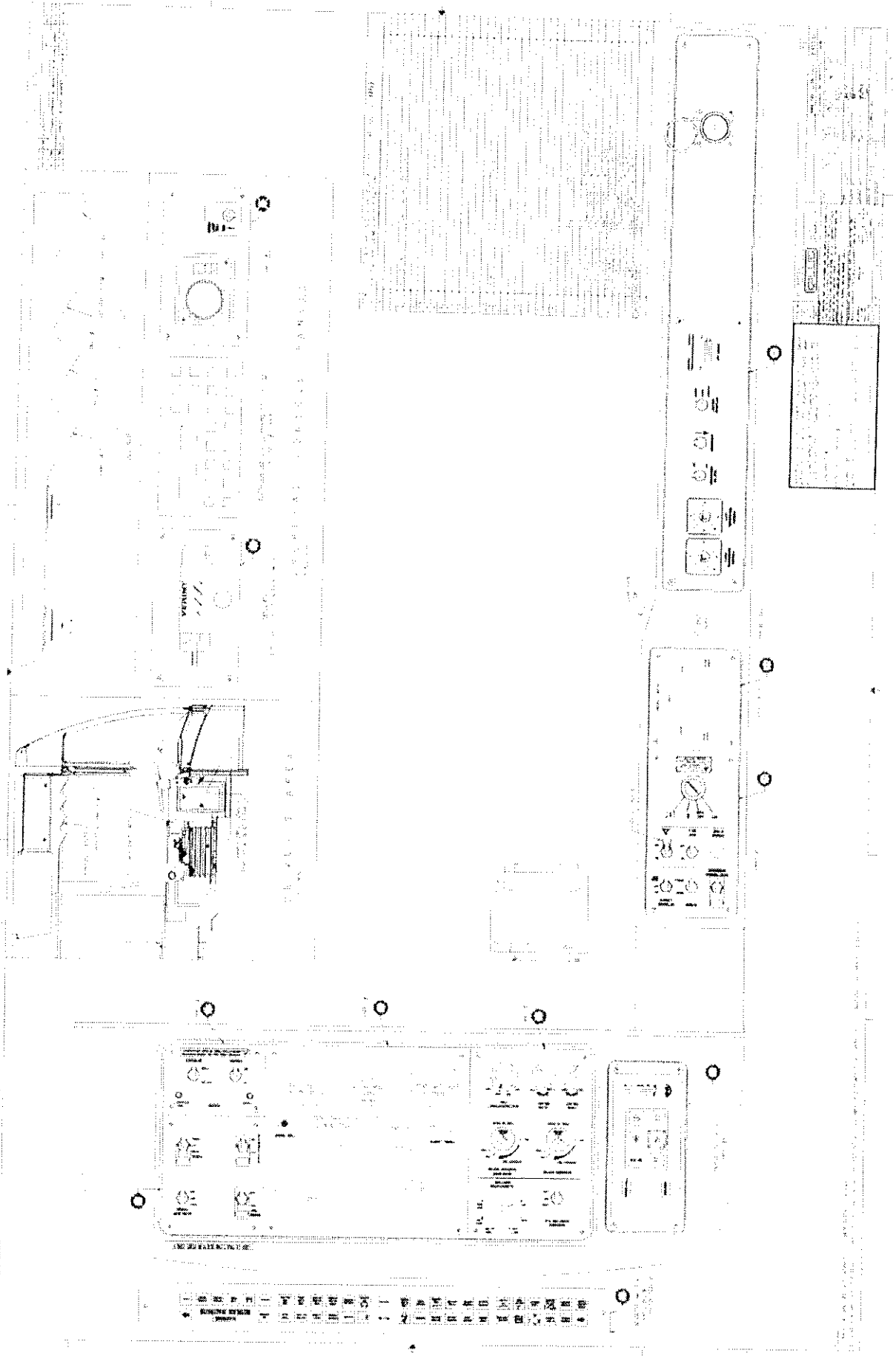
Request #	26		
Proposer:	GILLIG LLC		
RFP Section:	HVAC SYSTEMS		
Page:	35		
Customer Specification Requirement:			
<p>One (1) 24 volt auxiliary fans shall be mounted on the left hand corner and center of bottom of destination sign compartment.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide one (1) auxiliary dash fan, mounted on the right hand center of the dash.</p> <p>This configuration is consistent with the City's last GILLIG bus build.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	27		
Proposer:	GILLIG LLC		
RFP Section:	PASSENGER INFORMATION (SCHEDULE HOLDERS)		
Page:	36		
Customer Specification Requirement:			
<p>One (1) Transit Information Products OBIC T1092 LTRMC schedule holder shall be included and located on the side of the electrical cabinet.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide one (1) Transit Information Products OBIC T 10P 2L MC schedule holder to satisfy this requirement. The part number listed, OBIC T1092 LTRMC, does not exist.</p>			
			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

**CITY OF GREENVILLE, NORTH CAROLINA
REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS**

Request #	28	
Proposer:	GILLIG LLC	
RFP Section:	DRIVERS CONTROLS	
Page:	38	
Customer Specification Requirement:	DRIVERS CONTROLS	
Question, Clarification, or Approved Equal:	<p>GILLIG's bid will include a sample dash layout for the City to review. If GILLIG is the successful bidder, we will provide a custom layout for the City's approval prior to production</p> <p>Please see attached.</p>  <p>Adobe Acrobat Document</p>	
Customer Action:	<input type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:	OKAY	



CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	29		
Proposer:	GILLIG LLC		
RFP Section:	DRIVERS CONTROLS		
Page:	38		
Customer Specification Requirement:			
<p>Shall provide, SINGLE CHIME, NORMAL and OFF positions, located on the primary or secondary panel, toggle switch only.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide our standard passenger signal momentary switch, with SINGLE and RESET positions.</p> <p>This is standard on the GILLIG Low Floor bus and is consistent with your last GILLIG bus build.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	30		
Proposer:	GILLIG LLC		
RFP Section:	DRIVERS CONTROLS		
Page:	38		
Customer Specification Requirement:			
<p>Interior Lighting Switch shall be provided ON -NEUTRAL-OFF positions and be located on the primary or secondary panel, toggle switch only.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide our standard interior lighting switch, with ALL, OFF and ROADSIDE positions.</p> <p>This is standard on the GILLIG Low Floor bus and is consistent with your last GILLIG bus build.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	31		
Proposer:	GILLIG LLC		
RFP Section:	DRIVERS CONTROLS		
Page:	38		
Customer Specification Requirement:			
<p>Shall be simple / self-explanatory and be conveniently located for driver use and have a volume control knob on either the primary or secondary panel and be an integral part of the voice annunciation system.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG respectfully wishes to advise the City that some public address systems that are integrated into ITS systems do not include volume control knobs, as they utilize interior ambient microphones to set volume levels.</p>			
Customer Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:	OKAY		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	32		
Proposer:	GILLIG LLC		
RFP Section:	ELECTRICAL COMPONENTS		
Page:	41		
Customer Specification Requirement:			
<p>Dual electric horns, one "D" note and one "F" note shall be provided and shall be mounted in a manner to prevent entry of water and dirt into horn trumpets.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide our standard dual electric horns with one "A" note horn and one "F" note horn.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

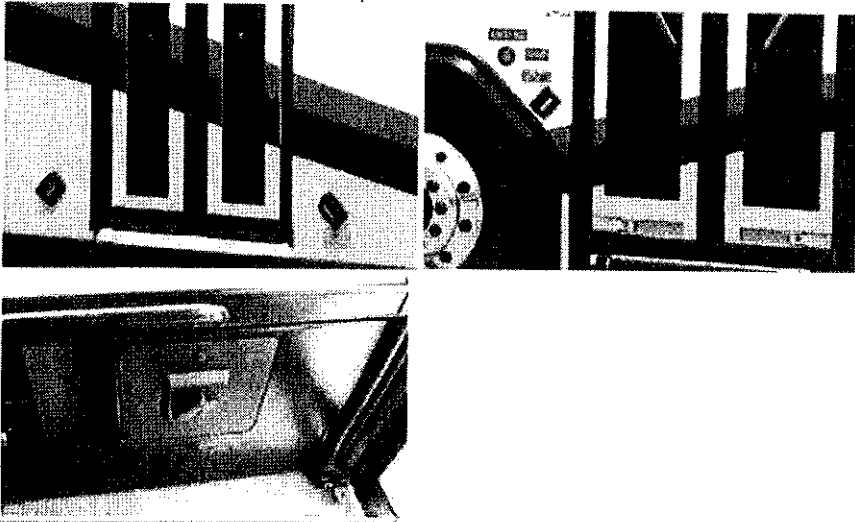
CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	33		
Proposer:	GILLIG LLC		
RFP Section:	MULTIPLEXING		
Page:	41		
Customer Specification Requirement:			
<p>Ten percent (10%) of the total number of inputs and outputs (or at least one each) at each zone location shall be designated as spares.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide the maximum number of spare inputs and outputs at each I/O module location, rather than a fixed percentage. Due to the unique design of each multiplexing system and the variety of optional components available, GILLIG's Engineering Department feels design parameters using percentages are not practical.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	34			
Proposer:	GILLIG LLC			
RFP Section:	LIGHTING			
Page:	42			
Customer Specification Requirement:				
Headlights shall be wired to operate on reduced voltage in the run position				
Question, Clarification, or Approved Equal:				
GILLIG respectfully wishes to clarify that the LED headlamps on GILLIG Low Floor buses can't operate with low voltage. The headlamps can be operated in both day and night run positions, but the voltage applied to the lamps will not differ.				
Customer Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>	See Response Below
Customer Response:		OKAY		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	35		
Proposer:	GILLIG LLC		
RFP Section:	LIGHTING		
Page:	42		
Customer Specification Requirement:			
<p>The front door area and ramp area shall be illuminated with (1) 18" white led strip lights that produces a minimum of 300 lumens of light.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to install our standard Dialight LED door/curb lamps. This LED lamp is ADA compliant and is standard on every GILLIG Low Floor bus. This is consistent with GILLIG Low Floor buses currently being operated by the City.</p> <p>Front door and ramp area LED strip lamps are not available on a GILLIG Low Floor bus.</p>			
			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	36		
Proposer:	GILLIG LLC		
RFP Section:	LIGHTING		
Page:	42		
Customer Specification Requirement:			
<p>The side turn signals shall be amber 18 series lights. These lights shall be guarded for protection.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to provide side turn signal without guards.</p> <p>This is standard on the GILLIG Low Floor bus and is consistent with your last GILLIG bus build.</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	37		
Proposer:	GILLIG LLC		
RFP Section:	VIDEO SURVEILLANCE SYSTEM		
Page:	43		
Customer Specification Requirement:			
<p>The system shall be capable of displaying up to ten (10) camera locations strategically placed throughout the interior and exterior of the bus to be determined at the preproduction meeting.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests clarification as to how many interior cameras and how many exterior cameras are required?</p>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:	10 Cameras - 5 I 5		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	38	
Proposer:	GILLIG LLC	
RFP Section:	FARE COLLECTION	
Page:	44	
Customer Specification Requirement:		
Globe Model 600090 w/ 2 notch transfer cutter shall be installed on dash area w/ mounting bracket.		
Question, Clarification, or Approved Equal:		
GILLIG wishes to clarify that we no longer offer transfer cutters. However, GILLIG will provide a mounting bracket for a transfer cutter, if the City desires.		
GILLIG requests concurrence.		
Customer Action:	<input type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:		
OKAY		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	39			
Proposer:	GILLIG LLC			
RFP Section:	PUBLIC ANNOUNCEMENT SYSTEM & INTELLIGENT TRANSPORTATION SYSTEM (ITS)			
Page:	44			
Customer Specification Requirement:				
<p>Voice Annunciation shall be through the selected ITS system as described in the bid</p> <p>A Digital Recorders DR700 shall be installed. Should an ITS system option be selected it will take the place of the base public announcement system and be configured to each procuring agencies specification.</p>				
Question, Clarification, or Approved Equal:				
<p>Clever Devices has advised GILLIG that specification listed does not provide the level of detail required to generate an accurate quote. GILLIG requests that the City work with Clever Devices and provide a detailed specification for the ITS system that the City is requiring.</p>				
Customer Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input checked="" type="checkbox"/>	See Addendum	<input type="checkbox"/>	See Response Below
Customer Response:	<p>See attached file</p>			

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	40			
Proposer:	GILLIG LLC			
RFP Section:	PAINT AND GRAPHICS			
Page:	45			
Customer Specification Requirement:				
<p>Selections of interior and trim color shall be determined at the pre-production meeting. This shall include but not be limited to the following: ceiling, walls, floors and modesty panels.</p>				
Question, Clarification, or Approved Equal:				
<p>GILLIG would like to clarify that the Low Floor bus utilizes Wilson Art melamine on the ceiling, walls, and modesty panels and uses Altro or RCA flooring on its floors. Paint is not a current option for the interior of the GILLIG Low Floor bus.</p> <p>Should GILLIG become the successful bidder, melamine & flooring colors can be selected during the pre-production meeting.</p>				
Customer Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>	See Response Below
Customer Response:	OKAY			


CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

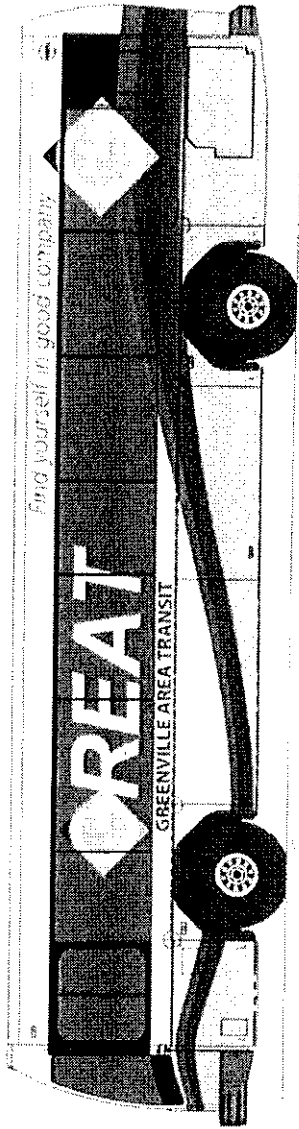
Request #	41	
Proposer:	GILLIG LLC	
RFP Section:	PAINT AND GRAPHICS	
Page:	45	
Customer Specification Requirement:		
The bus exterior shall be primed as recommended by the manufacturer and shall be painted Four (4) colors with black masking around the windows.		
Question, Clarification, or Approved Equal:		
GILLIG requests clarification as to if the black masking around the windows is one (1) of the four (4) painted colors, or if it is an additional paint color?		
Customer Action:	<input type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:		
SEE # 43		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	42	
Proposer:	GILLIG LLC	
RFP Section:	PAINT AND GRAPHICS	
Page:	45	
Customer Specification Requirement:		
<p>Exterior graphics shall be in accordance with City of Greenville current design and shall be finalized at the Pre-production meeting.</p>		
Question, Clarification, or Approved Equal:		
<p>GILLIG requests a copy of the paint scheme and graphics layout that City wishes for us to provide along with all color requirements and digital artwork necessary for duplicating graphics. Paint and graphics can be costly and without this information, one cannot determine the cost impact of these requirements.</p>		
Customer Action:	<input type="checkbox"/> Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/> See Addendum	<input checked="" type="checkbox"/> See Response Below
Customer Response:		
SEE # 43		

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	43		
Proposer:	GILLIG LLC		
RFP Section:	PAINT AND GRAPHICS		
Page:	45		
Customer Specification Requirement:			
<p>The bus exterior shall be primed as recommended by the manufacturer and shall be painted Four (4) colors with black masking around the windows.</p> <p>Exterior graphics shall be in accordance with City of Greenville current design and shall be finalized at the Pre-production meeting.</p>			
Question, Clarification, or Approved Equal:			
<p>The specifications does not include a sample of the paint scheme, graphics layout or a complete description of the exterior paint and graphics requirements. GILLIG is providing a paint/graphics layout that depicts a paint scheme and graphics layout for the City's approval.</p> <p>Please see attached.</p> <div style="text-align: center;">  Adobe Acrobat Document </div>			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			

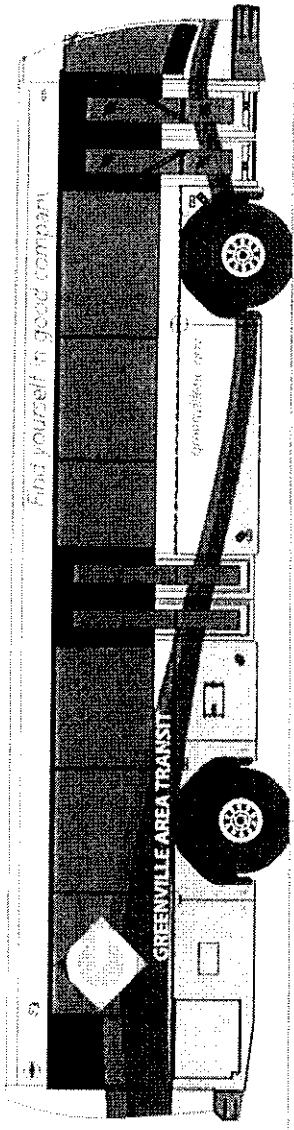


1. D. Greenville Area Transit (GREAT) 10' x 5.5'

2. Decals on the front window scheme

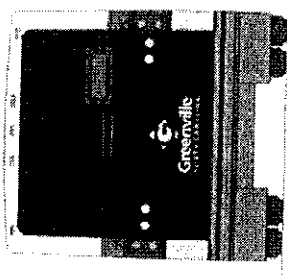
3. 70' P-2 night visibility sign

4. Front panel, bus, per 10' x 10'

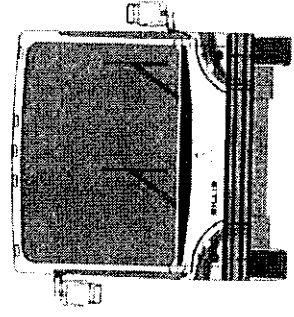


5. Decals on the front window scheme

6. 70' P-2 night visibility sign



7. Rear of bus, per 10' x 10' visibility, side, rear and front view



8. Front of bus, per 10' x 10'

GREENVILLE, N.C.

PAINT (Dupont)


- White 735085-EX
- Green N0650-EX
- Black Gloss N0001-EX
- Black - Hubs
- Paint camera to match scheme

DECALS

- Decals are custom printed on IJ180C color matching:
- Dark Green 554
- Light Green 376
- Dark Blue 654
- Light Blue 314

- Stripes and G/Great window decals are custom printed on IJ680CR reflective color matching:
- Dark Green 554
- Light Green 376
- Dark Blue 654
- Light Blue 314

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	44			
Proposer:	GILLIG LLC			
RFP Section:	PAINT AND GRAPHICS			
Page:	45			
Customer Specification Requirement:				
<p>A metal builder's plate shall be installed on the inside of the front of the bus, listing the manufacturer's name, bus and chassis model, serial number and date of manufacture. The plate shall be installed with permanent fasteners. Include a FMVSS sticker in addition to the builder's plate.</p>				
Question, Clarification, or Approved Equal:				
<p>GILLIG request approval to provide our standard interior data decal which includes the pertinent information mentioned in the specification.</p> <p>Please see attached.</p> <div style="text-align: center;">  Adobe Acrobat Document </div>				
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See Response Below
Customer Response:				

MANUFACTURED BY GILLIG LLC

HAYWARD, CALIFORNIA

DATE: 3/23/2017

GVWR: 18870 kg 41600 lb

GAWR: FRONT 6623 kg 14600 lb

WITH 315/80R22.5 (J) CITY TRANSPORT RADIAL FIRESTONE

8.25X22.5 RIMS AT 720 kPa 105 psi COLD SINGLE

TIRES,

GAWR: REAR 12247 kg 27000 lb

WITH 315/80R22.5 (J) CITY TRANSPORT RADIAL FIRESTONE

8.25X22.5 RIMS AT 720 kPa 105 psi COLD DUAL

TIRES,

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.
FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT
ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VEHICLE I.D. NO.: 15GGD3118H1188745 MODEL: LOW FLOOR

TYPE OF VEHICLE: BUS

ENGINE NUMBER: 74092256

UNLADEN WEIGHT: 30880 lb

59-35132-006



VEHICLE EMISSION CONTROL INFORMATION (40CFR1037.135)

MANUFACTURER: GILLIG LLC

MFG DATE: 3/23/2017

VEHICLE IDENTIFICATION NUMBER: 15GGD3118H1188745

EPA VEHICLE FAMILY (40CFR1037.230):
HGLG2VOCVHHD

EPA REGULATORY SUBCATEGORY (40CFR1037.801):
VOCATIONAL VEHICLES OVER 33,000 POUNDS GVWR.

EMISSION CONTROL SYSTEM (40CFR1037 APPENDIX III):
LRRA

EMISSION COMPLIANCE:
THIS VEHICLE COMPLIES WITH CALIFORNIA REGULATIONS FOR
2017 HEAVY DUTY VEHICLES.

THIS VEHICLE COMPLIES WITH U.S. EPA REGULATIONS FOR
2017 HEAVY DUTY VEHICLES.

59-78068-001

CITY OF GREENVILLE, NORTH CAROLINA REQUEST FOR APPROVED EQUALS OR CLARIFICATIONS

Request #	45		
Proposer:	GILLIG LLC		
RFP Section:	EXCEPTIONS TO WARRANTY		
Page:	75		
Customer Specification Requirement:			
<p>Items with progressive wear characteristics such as belts, wiper blades, etc. are not excluded from warranty and should not be of poor quality that requires frequent change.</p>			
Question, Clarification, or Approved Equal:			
<p>GILLIG requests approval to delete this sentence. As per the Standard Bus Procurement Guidelines (White Book), the warranty shall not apply to the following items:</p> <ul style="list-style-type: none"> • Scheduled Maintenance Items • Normal Wear-Out Items • Items Furnished By The Agency 			
Customer Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See Response Below
Customer Response:			