RFP Addendum DOTRFP-18 Rev. 9/19 **Mary Matuszak** *Fiscal Admin. Supv.* **(860)594-2342** *Telephone Number*	**STATE OF CONNECTICUT** **DEPARTMENT OF TRANSPORTATION (CTDOT)** **Division of Operations & Support – Business Services & Inventory Management** **2800 Berlin Turnpike** **Newington, CT 06111**	**RFP NO.** **19DOT7000** **(Revised) RFP Due Date:** 20 November 2019 **Date Addendum Issued:** 30 October 2019

RFP Addendum #3

35' & 40' Low Floor, Heavy-Duty Battery Electric Powered Transit Buses

NOTICE TO VENDORS:

To automatically receive notification of new Bids & RFP's and Addenda from BizNet, the State of Connecticut's Contracting Portal via e-mail click on the following link**.** Review the Overview; click on How To on the left side of the screen and follow the instructions to create your BizNet account.

https://portal.ct.gov/DAS/Procurement/Contracting/DAS-Procurement-BizNet-Accounts

PLEASE NOTE:
This document must be signed where indicated below by a person authorized to sign Proposals and Addenda on behalf of your company, and returned with your Request for Proposal (RFP) submission. Failure to do so may result in rejection of your Proposal.

A. Per Addendum #2, please be reminded that the RFP due date/time is as follows:

RFP DUE DATE:	Date:	**November 20, 2019; 2:00 pm Eastern Time**

B. Exhibit B – Price Schedule has been revised to add two line items for 1) additional optional training (see item #9) and 2) additional bus chargers (see item #42). Submit the revised Exhibit B as attached herein, with your Proposal. Failure to do so may result in the rejection of your Proposal.

C. Questions received and their corresponding answers are attached.

All other Terms and Conditions remain the same.

_____ _____

Signature **Date**

PRICE SCHEDULE
DOT-16 Rev. 7/19

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUSINESS SERVICES & INVENTORY MANAGEMENT

CTDOT Purchasing Contact:
Mary Matuszak
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(860) 594-2342
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EXHIBIT B
(Revised 10/30/19 – Addendum #3)

PRICE SCHEDULE
For RFP No. 19DOT7000

PROPOSER NAME:

SSN OR FEIN #

Payment terms are net 45 days. Any deviation may result in RFP rejection.
RFP prices shall include all transportation charges FOB state agency.

	DESCRIPTION OF COMMODITY AND/OR SERVICES	UNIT OF MEASURE	UNIT PRICE
	MAKE AND MODEL — **DATE OF DELIVERY After Receipt of Order (ARO)**		
	OVERNIGHT CHARGING		
1.	35' Low Floor: _____ _____ days ARO	**each**	**$**_____
2.	40' Low Floor: _____ _____ days ARO	**each**	**$**_____
	OPPORTUNITY CHARGING		
3.	35' Low Floor: _____ _____ days ARO	**each**	**$**_____
4.	40' Low Floor: _____ _____ days ARO	**each**	**$**_____
	OVERNIGHT CHARGING WITH BATTERY REPOWER OPTION AFTER YEAR 6		
5.	35' Low Floor: _____ _____ days ARO	**each**	**$**_____
6.	40' Low Floor: _____ _____ days ARO	**each**	**$**_____
	OPPORTUNITY CHARGING W/ BATTERY REPOWER OPTION AFTER YEAR 6		
7.	35' Low Floor: _____ _____ days ARO	**each**	**$**_____
8.	40' Low Floor: _____ _____ days ARO	**each**	**$**_____
9.	**Additional training, to be provided by the Contractor at a location(s) specified by CTDOT (within the State of Connecticut) at its sole discretion. No additional charges for travel expenses will be allowed.**	**hr.**	**$**_____
	EXPEDITED PAYMENT DISCOUNT: DISCOUNT SHALL BE LISTED BELOW AND MUST BE A MINIMUM OF TEN (10) DAYS. IF NONE, SO STATE:_____ Discount Percentage: _____% Discount Maximum Time Period:_____ Days		

PRICE SCHEDULE
DOT-16 Rev. 3/09

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
PURCHASING & MATERIALS MANAGEMENT

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Mary Matuszak
Fiscal Admin. Supervisor

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e-mail: **mary.matuszak@ct.gov**

EXHIBIT B
PRICE SCHEDULE
For RFP No. 19DOT7000

IMPORTANT!
RETURN ORIGINAL AND THREE COPIES

PROPOSER NAME:

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OPTIONAL SPARE PARTS AND EXTENDED WARRANTY PRICING

Item #	(Quantity) Description of Item	35' Bus **Unit Price**	40' Bus **Unit Price**
1	(1 to 10) Propulsion Motor	$	$
2	(1 to 10) Propulsion System Transmission / Gearbox Assembly	$	$
3	(1 to 5) Rear Axle Assembly	$	$
4	(1 to 5) Differential Assembly	$	$
5	(1 to 5) Driver's Seat	$	$
6	(1 to 5) Cooling System Radiator Assembly	$	$
7	(1 to 5) Diesel Auxiliary Heater System	$	$
8	(1 to 3) Electric Air Compressor	$	$
9	(1 to 3) Transformer – Step Down	$	$
10	(1 to 3) Electronic Destination Sign	$	$
11	(1 to 3) Multiplex System	$	$
12	(1 to 3) Complete Video Recording System	$	$
13	(1 to 1) Electric Cooling Fans	$	$
14	(1 to 5) ESS / Energy Storage System / Battery Assembly	$	$

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OPTIONAL SPARE PARTS AND EXTENDED WARRANTY PRICING

Item #	(Quantity) Description of Item	35' Bus Unit Price	40' Bus Unit Price
15	(1 to10) Air Conditioner Compressor	$	$
16	(1 to 10) Air Conditioner Evaporator	$	$
17	(1 to 1) Air Conditioner Evaporator Fan Motor	$	$
18	(1 to 10) Air Conditioner Condenser	$	$
19	(1 to 1) Air Conditioner Condenser Fan Motor	$	$
20	(1 to 5) Electric / Hydraulic Steering Box	$	$
21	(1 to 10) Propulsion System Management Module	$	$
22	Extended Propulsion System Warranty (to five years)	$	$
23	Extended Battery Assembly Warranty (to five years)	$	$
24	Automatic Tire Chain System	$	$
25	Electric power steering	$	$
26	Glad-hand coupler in the front of the vehicle	$	$
27	Formed plastic seats	$	$
28	Powered USB 2.0 ports at all passenger seating	$	$

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OPTIONAL BUS AND CHARGER SYSTEM COMPONENT PRICING

Item #	(Quantity) Description of Item	35' Bus Unit Price	40' Bus Unit Price
29	Wheel well chain guards	$	$
30	Overhead 450kW+ Opportunity Charger System	$	$
31	Diesel Auxiliary Heater System	$	$
32	Overnight 120kW Charger with Software & Communications	$	$
33	Overnight Charger Mgt. Software License (per unit per year)	$	$
34	Operator protective safety barrier with installation	$	$
35	Present-Value Cost - Full Battery Replacement @ Year 6	$	$
36	Passenger-facing WiFi System with Bandwidth Throttling	$	$
37	Onboard Infotainment Monitor System	$	$
38	Additional LED 3rd Rear Brake Lamp indicating “STOP”	$	$
39	Street side sign displaying Bus or Charging Information	$	$
40	Independent Should Belt & Lap Belt Combination	$	$
41	Hands-free Microphone System with Foot Switch Activation	$	$
42	Additional Bus Charger (minimum 100 kw charging rate)	$	$

CT DOT Question #	RFP Specification Section	Question		Request	CT DOT Answer
1	Exhibit B Price Schedule	(this space intentionally left empty)		New Flyer requests clarification on how to include pricing for the 35 ft and 40 ft buses? Does CTDOT want the unit price (of the bus) included with the charger pricing? Or shown separately?	Accepted - the bidder should supply separate prices for bus and chargers in case additional buses and/or chargers are required.
2	2.14 Price Escalation/Economic Price Adjustment	The prices of any buses/equipment ordered by CTDOT after the initial 365 days firm/fixed price periods shall be, the agreed upon base price adjusted to reflect any change which will be calculated based on the percentage change in the PPI category WPS141106 "Transportation Equipment" , "Trucks, over 14,000 lbs. GVW." The percentage change in this price index shall be used to adjust the Base Order Prices. In NO event will the prices for any purchase order be adjusted by more than 5% of the price that would have been in effect twelve (12) months prior to the date of the release.		New Flyer request that PPI be based upon Producer Price Index for Truck and Bus Bodies, Series No. 1413, published by the United States Department of Labor Bureau of Labor Statistics, or if such Index is no longer in use, then such replacement that is most comparable to the Index as may be designated by the Bureau of Labor Statistics, or as agreed by the parties.	Clarification - the text in question should read: "The price(s) of any buses/equipment ordered by CTDOT after the initial 365 days firm/fixed price period shall be, the agreed upon base price adjusted to reflect any change which will be calculated based on the percentage change in the PPI category **WPU1413** "Transportation Equipment", "**Truck and Bus Bodies**". The percentage change in this price index shall be used to adjust the Base Order Prices. However, in no event will the price(s) for any purchase order be adjusted by more or less than 5 percent of the price(s) that would have been in effect twelve (12) months prior to the date of the release, in accordance with the terms and conditions set forth above. If **non-cardinal** modifications are made to the technical specifications, the parties will enter into negotiations to determine the final unit price for subsequent orders."
3	1 (i) Definitions	Force Majeure: Events that materially affect the cost of the Goods or Services or the time schedule within which to Perform and are outside the control of the party asserting that such an event has occurred, including, but not limited to, labor troubles unrelated to the Contractor, failure of or inadequate permanent power, unavoidable casualties, fire not caused by the Contractor, extraordinary weather conditions, disasters, riots, acts of God, insurrection or war.		"Force Majeure"…to Perform such as the neglect or failure of the Agency including but not limited to... insurrection or war.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.

4	16- Indemnification	(a) The Contractor shall indemnify, defend and hold harmless the State and its officers, representatives, agents, servants, employees, successors and assigns from and against any and all (1) Claims arising, directly or indirectly, in connection with the Contract, including the acts of commission or omission (collectively, the "Acts") of the Contractor or Contractor Parties; and (2) liabilities, damages, losses, costs and expenses, including but not limited to, attorneys' and other professionals' fees, arising, directly or indirectly, in connection with Claims, Acts or the Contract. The Contractor shall use counsel reasonably acceptable to the State in carrying out its obligations under this section. The Contractor's obligations under this section to indemnify, defend and hold harmless against Claims includes Claims concerning confidentiality of any part of or all of the Contractor's bid, proposal or any Records, any intellectual property rights, other proprietary rights of any person or entity, copyrighted or uncopyrighted compositions, secret processes, patented or unpatented inventions, articles or appliances furnished or used in the Performance. (c) The Contractor shall reimburse the State for any	[redacted]	(a) The Contractor shall indemnify~~, defend~~ and hold harmless the State and its….(1) Claims arising, directly or indirectly, in connection with the Contract, including the negligent acts of commission or omission…and (2) proven third party liabilities, damages….limited to, reasonable attorneys' and other professional...or the Contract. The Contractor shall used counsel reasonably acceptable to the State in carrying out its obligations under this section. The Contractor's obligations under this section to indemnify~~, defend~~ and hold harmless... ... (c) The Contractor shall reimburse the State for any and all proven third party damages....	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.
5	21 (d) Delivery	(d) All risk of loss and damage to the Goods transfers to the Agency upon Title vesting in the Agency.		(d) All risk of loss and damage to the Goods transfers to the Agency upon Agency taking possession of the Goods ~~Title vesting in the Agency~~.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.
6	44. Audit and Inspection of Plants, Places of Business and Records.	Added (h)		(h) The Agency and its representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor's information.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.

7	Price Adjustments Due to Regulatory Changes	New	[redacted]	Notwithstanding anything else to the contrary contained herein, in the event that a price adjustment is required in respect of changes that are mandatory as a result of legislation or regulations that become effective after the date of the tender submission, such price adjustment shall be negotiated in good faith by the Agency and the Contractor.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.
8	Access to Onboard Operational Data (if NF Connect is applicable)	New		The Agency grants the Contractor the right to inspect, examine, download, and otherwise obtain any information or data available from components provided by the Contractor, including, but not limited to, any electronic control modules or other data-collection devices, to the extent necessary to enable Contractor to perform reliability maintenance analysis, corrective action and/or other engineering-type work for the bus.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.
9	Delays in Work Performed	New		Contractor shall be allowed an equitable adjustment in the contract price and/or an extension of the contract time, for any delays in work performed due to suspension of work requested by the Agency.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.

10	License to Use "Subject Data"	New	[redacted]	"All "subject data", including specifications, technical data, records and reports, engineering drawings (including shop drawings and working drawings), manuals and instruction materials and computer or microprocessor software that is delivered or specified to be delivered under the contract shall remain the property of Contractor; provided however, the Agency shall have a royalty-free, non-exclusive, non-transferable and irrevocable license to use such subject data only for the purposes of operating and maintaining the bus.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged.
11	Title	New		Title to the bus shall pass to the Agency upon acceptance of the bus by the Agency.	Denied. This section of DOT-50 has been reviewed and approved by the State of Connecticut Office of Attorney General. Requests for modification of any part of DOT-50 are strongly discouraged. Refer to page 14 of 37 (u).

12	Exhibit A - Section 19- Post Delivery Tests	19. Post Delivery Tests. The Authority may conduct acceptance tests on each delivered coach. These tests shall be completed within 15 (fifteen) days after coach delivery and shall be conducted in accordance with written test plans. The purpose of these tests is to identify Defects that have become apparent between the time of coach release and delivery to the Authority. The post-delivery tests shall include visual inspection and coach operations. Coaches that fail to pass the post-delivery tests are subject to non-acceptance. The Authority shall record details of all Defects on the appropriate test forms and shall notify the Contractor of nonacceptance of each coach within five days after completion of the tests. The Defects detected during these tests shall be repaired according to procedures defined in the Warranty Requirements Section: WR.	[redacted]	Within fifteen (15) calendar days after delivery of the bus to the Agency, the Agency shall conduct acceptance tests on the bus. The acceptance tests to be conducted by the Agency, and the criteria and standards in respect of such tests, shall be agreed upon by the Agency and the Contractor prior to the Contractor building the buses. If a bus passes these tests or if the Agency does not notify the Contractor of non-acceptance within 15 calendar days after delivery of the bus, acceptance of the bus by the Agency shall be deemed to have occurred on the 15th day after delivery. Acceptance shall occur earlier if the Agency notifies the Contractor of early acceptance or places the bus into revenue service.	Denied - contractual language stands.

13	1.13- Warranty Provisions	A fleet defect is defined as cumulative failures of 20 percent (20%) in the same components in the same or similar application where such items are covered by warranty. A fleet defect shall only apply to the warranty period.	[redacted]	New Flyer is committed to ensuring that you get the most value from your vehicles and is requesting CTDOT approval to provide fleet defect coverage for the limited base bus warranty period of 18 months/50,000 miles (whichever occurs first) and the following: • Applies to orders or options of 12 or more units • Does not apply to major components (propulsion system, high voltage batteries and HVAC). Major component manufacturers will not recognize and/or participate in fleet defect clauses, however, if the fleet defect percentage is reached in a major component, New Flyer will fully support and assist you with obtaining a remedy from the major component manufacturer.	Denied - contractual language stands.

14	1.13- Warranty Provisions	The Contractor is responsible for all warranty-covered repair work. To the extent practicable, CTDOT will allow the Contractor or its designated representative to perform such work. At its discretion, CTDOT may perform such work if it determines it needs to do so based on transit service or other requirements.	[redacted]	It is New Flyers priority to ensure that all warranty covered repairs are completed by the appropriate party in order for you to receive the highest quality, least expensive and most efficient outcome possible. With this goal in mind, New Flyer is requesting your approval on the following solutions: - Minor & Major Warranty covered repairs should be carried out by CTDOT and reimbursed by New Flyer through our on-line warranty system. New Flyer is available to assist in completing these warranty-covered repairs when it is beyond the CTDOT's scope of expertise. - Major Component Warranty repairs should be carried out by the equipment suppliers (HVAC and destination sign suppliers) in	Accepted ONLY if minor & major warranty covered repairs MAY be carried out by CTDOT and reimbursed by bidder's on-line warranty system. Bidder SHALL be available to assist in completing these warranty-covered repairs when repair is beyond the CTDOT's scope of expertise.
15	Exhibit A Technical Specification 23. Energy Storage System 1.13 Warranty Provisions	The design life of the batteries shall be at least twelve (12) years and if the battery replacement is anticipated prior to this then the warranty shall cover full replacement cost. Propulsion system components, specifically the drive motor(s), transmission, batteries and high-voltage drive system components, and both drive and non-drive axles shall be warranted to be free from defects and related defects for the standard two (2) years or 100,000 miles, whichever comes first. An extended warranty to a maximum for five (5) years or 300,000 miles, whichever comes first, may be purchased at an additional cost.		New Flyer kindly requests for CTDOT to please provide clarification as to what the warranty requirement is for the High Voltage Battery System? We ask for this clarification due to the two conflicting requirements within the specification (noted in column D and E. Please approve this request if this is acceptable ?	Clarification - bidder should be aware there are two warranties being requested, one for design life and another for defects.

16	Exhibit A Technical Specification 23. Energy Storage System	The design life of the batteries shall be at least twelve (12) years and if the battery replacement is anticipated prior to this then the warranty shall cover full replacement cost.	[redacted]	New Flyer requests approval to provide a 6 year/300,000 mile (whichever occurs first) warranty as part of our base offering for the High Voltage Batteries and an option price to purchase up to a 12 year total warranty. Please approve this request if this is acceptable ?	Denied - contractual language stands and bidder submission will be scored accordingly.
17	1.4 Manuals	Detailed and well organized maintenance, parts, and operator manuals covering all items as built on the coach shall be supplied by the Contractor prior to acceptance of first coach.		New Flyer would like to confirm all detailed, build specific bus technical manuals cannot be delivered prior to acceptance of first bus. New Flyer can supply the following information with the first bus: - Bus Operator's Guides - Bus Preventive Maintenance Document and associated parts list - Bus Electrical Schematics - Bus Emergency Responder Guides - OEM component supplier published manuals The Bus Parts and Service Manuals will be supplied 45 Business Days After the First Bus Delivery. New Flyer respectfully, request	Accepted, but Bus Acceptance is contingent on receipt of all technical manuals in printed and electronic form (CD, DVD, thumb drive) - draft form is acceptable if manuals are stamped "DRAFT". Delivery of finalized manual versions may be up to 45 days after acceptance.

18	1.4 Manuals	Detailed and well organized maintenance, parts, and operator manuals covering all items as built on the coach shall be supplied by the Contractor prior to acceptance of first coach. Manuals shall be delivered in three-ring binders and with the sections separated with sturdy plastic divider pages with tabs, and on CD or DVD. Manuals shall contain data required for preventive and corrective maintenance of all parts of the buses including but not limited to the following: - A complete, well-developed troubleshooting guide covering all mechanical, electrical and electronic components, including engine, transmission, and HVAC units.		New Flyer Bus Service Manuals contain troubleshooting information on some components.The major components such as the Electric Drive and ESS Batteries troubleshooting guide is only included within the supplied OEM component manuals. New Flyer respectfully, request approval of providing manuals as described in the above paragraph.	Accepted, but bidder is responsible for providing up-to-date, correct and pertinent documentation for bus delivered, including any OEM documentation for user serviceable systems. Also, thumb drive is an acceptable delivery media.
19	1.4 Manuals	Detailed and well organized maintenance, parts, and operator manuals covering all items as built on the coach shall be supplied by the Contractor prior to acceptance of first coach. Manuals shall be delivered in three-ring binders and with the sections separated with sturdy plastic divider pages with tabs, and on CD or DVD. Manuals shall contain data required for preventive and corrective maintenance of all parts of the buses including but not limited to the following: - List of special test equipment and tools required to maintain and repair systems down to the component level including part number and supplier source. and.. All subassemblies (such as wiper motors, starter motors, etc.) shall have the original manufacturer's part number displayed at the beginning of the appropriate parts listing section. Lists shall include at least the following information for all parts as built: • Original manufacturers part number (provide in separate cross reference binder) • All original manufacturer names and addresses, all special tools, test and diagnostic equipment and		New Flyer would like to clarify that OEM component supplier source information is not available as requested. To address the request for providing vendor cross reference information, New Flyer is proposing the use of industry standards as stated by the American Public Transit Association (APTA). Where the parts ordered by the customer are not received within two working days of the agreed upon time/date and a bus procured under this Contract is out-of-service due to the lack of said ordered parts, then the Contractor (New Flyer) shall provide the customer, within eight hours of customer's verbal or written request, the original suppliers' and/or manufacturers'	Accepted, but bidder must work with OEM to supply requested Information. RFP will be scored accordingly.

20	1.4 Manuals	Detailed and well organized maintenance, parts, and operator manuals covering all items as built on the coach shall be supplied by the Contractor prior to acceptance of first coach. Manuals shall be delivered in three-ring binders and with the sections separated with sturdy plastic divider pages with tabs, and on CD or DVD. Manuals shall contain data required for preventive and corrective maintenance of all parts of the buses including but not limited to the following: - Three-dimensional drawings of bus and graphics and part number for all graphics.	[redacted]	New Flyer would like to clarify technical manuals include isometric and perspective view illustrations. These manuals are supplied in PDF electronic format. Three dimensional graphics are not available for these illustrations. New Flyer requests removal of the reference to providing "Three-dimensional drawings."	Accepted, but contractual language stands and RFP response will be scored accordingly.
21	1.4 Manuals	All manuals shall be provided in three-ring binders and on CD or DVD. Format and features shall include index and search by name, part number, assembly and subassembly.		New Flyer technical manuals are supplied in a format similar to the specification with the following exceptions: - Operators' Guides are supplied in a 3 hole plastic presentation folder. - OEM component supplier published manuals such as engine, transmission, and HVAC can only be supplied as made available by each OEM. New Flyer requests acknowledgement and approval to provide technical manuals and OEM updates as described above.	Accepted, as long as electronic versions are included. Thumb drive is an acceptable delivery media.

22	1.4 Manuals	Maintenance and parts manuals must be updated to include all changes made to the coach during production and post-delivery retrofits authorized or requested by the Contractor and to correct all errors and omissions found by CTDOT. Changes required to the parts and maintenance manuals due to warranty and/or post-delivery retrofits shall be completed within ninety (90) days from the date of modification approval. Manuals shall be available from the Contractor for fifteen (15) years following acceptance of the last coach. Software updates to maintenance and parts manuals shall be available for fifteen (15) years following acceptance of the last coach.	[redacted]	New Flyer supplies updates to New Flyer published technical manuals only. This does not include OEM component supplier published manuals. It is the responsibility of each OEM component supplier to maintain the content in their documents. Warranty retrofits performed to buses are documented and supplied to the customer as ITS documents (Instructions to Service). After the work is completed on all buses, the ITS documents are evaluated for possible bus manual updates.	Accepted, but bidder must notify CT DOT when OEM manual updates become available.
23	1.10 Optional Spare Parts Purchase	The Contractor shall provide pricing of major parts and components that may be purchased during the contract period.		New Flyer requests acknowledgement that (build specific) parts pricing lists are not generated prior to first bus delivery. Thirty (30) day pricing information will be only provided for parts listed in the Recommended Stocking List during customer's first-bus delivery, and more inclusive Parts Provisioning List following last-bus delivery. Thereafter, pricing will be made available by CDOT-designated NFI Parts Customer Service Representative. New Flyer respectfully requests acknowledgement and acceptance as listed above.	Accepted, but at bus acceptance bidder must include all part numbers necessary for ordering bus components for warranty and non-warranty items.

24	1.4 Training, Manuals and Parts Availability	The Contractor shall deliver the following training videos to CTDOT on CD or DVD with periodic updates and changes to all manuals prior to the delivery of first coach.	[redacted]	New Flyer requests that the delivery date for the training videos be changed to 30 days after the delivery of the first production bus. The script used in creating the training videos is based on the Operators Guide and service manual as supplied by the New Flyer Publications Dept. The actual bus delivered will also be used to film the video to ensure the correct equipment has been captured. The video delivery schedule is also dependent on the Property making the bus available for the film crew to shoot the on-site footage.	Denied - Bus acceptance is contingent on receipt of all training videos, and any video production shall be accomplished prior to delivery.
25	1.4 Training, Manuals and Parts Availability	The Contractor shall also provide eighty (80) hours of maintenance training to CTDOT within 180 calendar days of delivery of the first bus at a time and location specified by CTDOT.		New Flyer would like to know if the required total number of hours in the contract is 80 hours or 100 hours, as indicated on page 70? Please clarify.	Clarification - 100 training hours are required, of which 80 hours must be delivered with 180 days of bus acceptance.
26	1.4 Training, Manuals and Parts Availability	The Contractor shall also provide eighty (80) hours of maintenance training to CTDOT within 180 calendar days of delivery of the first bus at a time and location specified by CTDOT.		New Flyer requests that all training be priced separately from the bus price. This will ensure proper costing regardless of the number of buses in the base order, and each subsequent delivery.	Clarification - CT DOT will add a line item for additional training at a per hour rate to Exhibit B, Price Schedule. This will be ADDITIONAL to any training already required in the RFP. No additional travel expenses will be paid.
27	1.4 Training, Manuals and Parts Availability	The Contractor shall also provide eighty (80) hours of maintenance training to CTDOT within 180 calendar days of delivery of the first bus at a time and location specified by CTDOT.		New Flyer requests approval to provide a training proposal showing pricing and number of hours for individual courses. This will provide the Procuring Agency the flexibility to select which courses and in what quantities are required based on their operation.	Clarification - CT DOT will add a line item for additional training at a per hour rate to Exhibit B, Price Schedule. This will be ADDITIONAL to any training already required in the RFP. No additional travel expenses will be paid.

28	1.9 Parts Availability Guaranty	The Contractor hereby guarantees to provide, within reasonable periods of time, the spare parts, software and all equipment necessary to maintain and repair the buses supplied under this Contract for a period of at least fifteen (15) years after the date of award.		New Flyer would like to clarify that OEM information (i.e., manufacturer names and part numbers) are considered New Flyer's intellectual property. New Flyer adheres to a stringent quality assurance process to ensure only the optimum quality OEM parts are used throughout the manufacturing process and for service needs. New Flyer ensures to supply quality OEM parts for CTDOT over the life of the bus.	Accepted, but vendor must supply OEM parts for up to 15 years. Vendor shall supply CT DOT a list of part numbers and OEM information if vendor should cease to be a going concern.
29	1.12 Renewal Parts Inventory List and Parts Seminar	The Contractor shall provide a Renewal Parts Inventory List and a Renewal Parts Inventory Seminar to familiarize material management personnel with the coach components. The Contractor shall submit a complete suggested parts inventory list, required to support this fleet with price detail to determine the total cost required.		New Flyer requests acknowledgement that (build specific) parts pricing lists are not generated prior to first bus delivery. Thirty (30) day pricing information will be only provided for parts listed in the Recommended Stocking List during customer's first-bus delivery, and more inclusive Parts Provisioning List following last-bus delivery. Thereafter, pricing will be made available by CDOT-designated NFI Parts Customer Service Representative. New Flyer respectfully requests acknowledgement and acceptance as listed above.	Denied - RFP requires spare parts pricing to be listed in Exhibit B price schedule.

30	2 General Requirements	Notebook/Toughbook laptop computers, rated for "severe-duty", preloaded with registered software for each of the applications listed below shall be provided to each facility.	[redacted]	New Flyer requests clarification as to the total number of laptop computers with preloaded software that will be required?	Clarification - for the initial purchase of 12 buses, 3 laptops are required (one per facility where the buses will be stationed). For possible additional purchases, one laptop for each facility where those buses will be stationed are required.
31	2 General Requirements	Notebook/Toughbook laptop computers, rated for "severe-duty", preloaded with registered software for each of the applications listed below shall be provided to each facility.		New Flyer requests that laptop computers/diagnostic equipment/special tools be priced separate from the bus price. This will ensure proper costing regardless of the number of buses in the base order and each subsequent delivery.	Denied - contractual language stands and bidder submission will be scored accordingly.
32	74- Video Security System	A desktop viewing station shall be provided to each transit system in this procurement and consist of a personal computer dedicated to playback and review of the DVR's recorded data. Minimum system requirements for the desktop viewing station are as follows:		New Flyer requests removal of the requirement for desktop viewing station. We can provide desktop computers for the inspectors to use while on site at a New Flyer manufacturing facillity; however we cannot provide additional desktop computers for CTDOT to keep.	Denied - contractual language stands and bidder submission will be scored accordingly.

CT DOT Question #	RFP Specification Section	Question		Request	CT DOT Answer
33	3-Basic Body	The body material surfaces shall be protected against graffiti and vandalism		New Flyer's clearcoat Axalta 84305 is the only form of anti-graffiti protection provided on the exterior of the bus. The clearcoat is NOT a complete solution but does act a barrier and deterrent. New Flyer requests the removal of this requirement.	Denied - CT DOT requirement remains as stated. Certain wear surfaces such as passenger-assist poles and handles are understood not to comply.
34	3-Basic Body	repairable and replaceable by a mechanic in less than thirty (30) minutes for a section up to 5 feet		New Flyer buses are engineered and designed in the most durable and efficient way possible. New Flyer's side panels are bonded to the structure and not mechanically fastened. The main bonding agent for the exterior panesl is Sika 221 an elastic adhesive with minimum cure time of 8 hrs (at room temperature). New Flyer requests removal of the 30-minute replacement time period.	Accepted, but CT DOT requirement remains but CT DOT will accept longer times for repair if time extension is due for adhesive cure time ONLY
35	3-Basic Body	Prior to acceptance of the first bus, the structure of the bus shall have undergone appropriate structural testing and/or analysis,		New Flyer requests approval to provide analysis/testing conducted on a previous but similar model bus instead of conducting actual anaylsis and testing. Conducting new testing is not only expensive but it can also cause untimely delays to delivery of buses to CTDOT. Should CTDOT agree to this request please be aware that full contents of the test results cannot be disclosed to CTDOT without a non-disclosure agreement in place.	Denied - CT DOT will not sign NDA and the RFP evaluation will be based on the information provided.

36	6-Floor	This intermediate platform shall be cut into the rear platform and shall be approximately the aisle width, 18" deep and approximately…	[redacted]	New Flyer requests approval to provide a rear step which is angled and has a depth that varies from 12.5" to 34". For additional inforamtion, please refer to drawing 459954.	Accepted
37	6-Floor	All stairs shall be laminated		New Flyer request approval to provide yellow FMJ non-skid treatment on the horizontal surface, plus the vertical sides and as a nosing.	Accepted
38	6-Floor	Where the floor meets the walls of the bus, as well as other vertical surfaces, such as, platform risers, the surface edges shall be blended with a circular section of radius not less than 1 inch.		New Flyer does not currently provide cove molding at all vertical surfaces or between the flooring and the rear wheelhouses. The flooring is sealed in a clean butt joint and does not require circular molding to prevent debris accumulation. New Flyer requests approval to provide its standard flooring configuration.	Accepted, but any butt joint seam involving flooring must be covered by a 10-year labor and material warranty against failure.
39	7- Operator Area	The operator's platform height shall not exceed 12".		New Flyer requests approval to provide an operator's platform that is 17.75 inches high. New Flyer's farebox pedestal acts as a secondary step up to the operator's platform. The farebox pedestal is 6 inches high making the difference between the pedestal and the operator's platform 11.75 inches. Please see attached picture for further clarification.	Accepted

40	8- Wheel Wells	If fiberglass wheel housings are provided, then they shall be color-impregnated to match interior finishes.	[redacted]	New Flyer requests approval to provide fiberglass wheelhouse covers which are not color-impregnated. The wheelhouses are manufactured using standard fiberglass layup techniques and only the A surface is gelcoat painted	Accepted
41	8- Wheel Wells	The lower portion extending to approximately 12" above floor shall be equipped with additional more resistant coating or stainless steel trim.		New Flyer requests approval to provide front wheelhouse with 20GA stainless steel guard extending 10.6" above the floor.	Accepted
42	1 0- License Plates	Provisions shall be made to recess mount standard size U.S. license plates per SAE J 686 on the front and rear of the bus.		New Flyer requests approval to provide one of the two options lsited below for front mounted license plates. Option 1- Mounted flush on the face of the front mask. Option 2- Mounted with a retainer on the front bumper.	Option 1 is accepted, Option 2 is Denied
43	13- Batteries (coach)	Coach batteries, if so equipped, shall be securely mounted on a stainless steel or equivalent tray that can accommodate the size and weight of the batteries.		New Flyer request approval to provide a polyethylene battery tray (the enclosure is also polyethylene) supported by a stainless steel sub-frame. This design is corrosion resistant, light weight and has proven to be extremely robust. For additional information on New Flyer's requested battery tray, please refer to the Sales Informaiton Bulletin #260-001-X	Accepted

44	15- Bumpers	Bumpers shall provide impact protection for the front and rear of the bus with the top of the bumper being 28 1/2" above the ground.	[redacted]	New Flyer requests approval to provide a front bumper height of 24.3 inches at the center line of the bus and a height at the outer edges of 26.7 inches from the street level at ride height. New Flyer's bumper was desighned to follow the stylized lines of the Xcelsior bus.	Accepted
45	19- Interior Finished Surface	An anti-graffiti/vandalism surface treatment for interior surfaces shall be provided.		New Flyer request approval to provide interior surfaces and trims which do not have an anti-graffiti/vandalism treatment. New Flyer request approval to delete requirement	Denied - CT DOT requirement remains as stated. Certain wear surfaces such as passenger-assist poles and handles are understood not to comply
46	19- Interior Finished Surface	Interior side trim panels shall be Arborite Vogue P-925-S or equal material		New Flyer would like to know if side trim panels refers to pier panels, side panels or both? Please provide clarification.	Accepted with clarification - side trim panels refer to side panels only.
47	19- Interior Finished Surface	Interior side trim panels shall be Arborite Vogue P-925-S or equal material		Arborite P-925-S is "Blue Tulipa" which has been discontinued. New Flyer request approval for Arborite Ultramarine Blue S-497.	Accepted
48	20- Driver Convenience	An enclosed Operator storage area shall be provided with a positive latching door and lock; minimum approximate size: 355 mm x 355 mm x 355 mm (14" x 14" x 14").		New Flyer requests approval to provide a driver's storage box mounted behind the driver's seat that measures 19" x 9.5" x 12" which equates to 2166 cubic inches or 1.25 cubic feet.	Accepted

49	21- Driver Safety	A partition between the operator and the street-side front passenger seat shall be provided. The partition shall minimize glare and reflections in the windshield directly in front of the pattition from interior lighting during night operation.	[redacted]	New Flyer requests approval to provide a communications box--Secure Diagnostic Station (SDS) located on the streetside wheelhouse. The forward wall of the box acts as the upper portion of the barrier and the wheelhouse as the lower portion separating the operator from the street-side front passenger seat, thereby precluding the need for a separate barrier. The SDS box is made of fiberglass and painted black to minimize the glare and reflections that may impact the driver's sightline(s). For additional information, please refer to the attached Sales Informaiton Bulletin #422-001	Accepted
50	22- Modesty Panels	The rear bulkhead paneling shall be hard surface, graffiti resistant, contoured to fit the ceiling, side walls, and seat backs so that any litter, such as a cigarette package or newspaper, will tend to fall to the floor or seating surface when the bus is on a level surface.		New Flyer request approval to provide rear bulkhead panel covered with melamine material (which is not entirely graffiti resistant).	Accepted, but CT DOT requirement is that passenger-facing interior panels are graffiti-resistant. RFP scoring will reflect this requirement.
51	23 Energy Storage Sy	a battery shall always fail in a manner to render the battery harmless to the environment.		New Flyer requests clarification on this. New Flyer is committed to environmental safety and strives to ensure the possibility of battery failure is minimized through prevenative measures. Currently, there is no way to ensure failure would not be harmless to the environment.	Accepted, but CT DOT requirement is that passenger safety is the primary factor during a battery failure. If possible, the battery failure should not penetrate the passenger compartment. RFP scoring will reflect this requirement.

52	24 electrical charging infrastructure	A minimum of fifteen (15) chargers will be supplied, with ten(10) chargers installed in the Hamden Bus Depot and five (5) chargers installed in the Stamford Bus Depot. Contractor shall provide line-item option costs for additional chargers with appropriate control system software and communications.		New Flyer requests design & current drawings of the Hamden and Stamford depot locations to ensure accurate pricing on chargers is provided	Denied. Plans for charger locations have not yet been completed. 480-volt electrical supply to both depot and opportunity chargers (if proposed) shall be available to all chargers install locations. Installation to charger locations will be accomplished by a CT DOT electrical contractor.
53	24 electrical charging infrastructure	Overnight chargers shall fully recharge the range of the bus battery pack, but also allow for bus preconditioning in a manner such that the BEB leaves the bus depot with no less than a 98% SOC.		New Flyer requests a change of wording to read "The BEB leaves the bus depot with no less then 2% from max SOC." We feel this wording is more clear and ensures full charge is obtained prior to units leaving depot.	Denied - CT DOT requirement remains as stated, but CT DOT does understand there will be some battery pack capacity degradation over time.
54	24 electrical charging infrastructure	The "Overnight" configuration - all buses shall be equipped with rechargeable battery packs containing enough energy capacity as to power the bus a minimum of 240 miles on the initial overnight charge in an 18-hour shift, as defined by Altoona testing and the manufacturer's technical specifications;		New Flyer requests approval to provide a range of 225 miles. Current Altoona tests (for long range configurations) results show a max of 225 miles on a 40' bus with 2016 PEM with 466kWh of batteries	Denied - CT DOT requirement remains as stated, but CT DOT will consider opportunity overhead charging to reach daily range requirements
55	24 electrical charging infrastructure	The opportunity configuration--all buses shall be capable to operate 240 miles per day		In order to confirm the 240 mile range with opportunity configuration, New Flyer would need to complete a route analysis.	Denied - CT DOT requirement remains as stated, daily range total will be verified versus either (a) range from Altoona testing for no opportunity overhead charged buses or (b) range from Altoona testing plus # of minutes of overhead opportunity charging for opportunity overhead charged buses
56	25 propulsion	waste heat will be used for passenger compartment		New Flyer requests this line to be removed as this is not applicable for Electric Buses.	Denied - CT DOT requirement remains as stated - waste heat will be considered if available
57	25 propulsion	operation range of each bus when run on the transit duty cycle shall be at least 250 miles		New Flyer requests this line to be removed as this is not applicable for Electric Buses.	Denied - CT DOT requirement remains as stated, daily range total will be verified versus either (a) range from Altoona testing for no opportunity overhead charged buses or (b) range from Altoona testing plus # of minutes of overhead opportunity charging for opportunity overhead charged buses

58	24-Charging Infrastru	Passenger cabin temperature shall remain in a range from 60-80°F during the charge interval if the ambient temperature is between 15-95°F.	[redacted]	New Flyer request approval to provide a cabin temperature range of 65-80°F during opportunity charging of bus batteries. This is our current electric HVAC capacity and is also the same cabin temperature range specified from Section 43-Heating, Ventilating and Air Conditioning Equipment.	Accepted
59	24-Charging Infrastru	Charging system will also support a preconditioning of up to one (I) hour immediately before bus departure for each electric bus to establish an optimal cabin temperature and bus operational state.		Please clarify if the 1 hour preconditioning being requested is to be done remotely or manually by an operator	Accepted, but preconditioning shall be initiated automatically with no operator intervention, technique or method. 3rd party fleet & charger management systems may also be employed for this task. RFP scoring will reflect this requirement
60	25- Propulsion	The propulsion system and drive train shall enable the bus to achieve and maintain a speed of 40 mph on a 2-1/2% ascending grade and 7 mph on a 16% ascending grade.		New Flyer requests approval to provide gradeability of 7 mph on a 12% ascending grade.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
61	25 propulsion	long range charging		New Flyer requests approval to provide a range of 225 miles. Current Altoona test (for long range configurations) results show a max of 225 miles on a 40' bus with a 2016 PEM and 466kWh of batteries	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
62	25 propulsion	opportunity charging		New Flyer requests approval to provide a range of 130 miles. Current Altoona test results show a max of 130 miles for a 40' bus with 320kWh of batteries.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
63	25 propulsion	shall be capable of a top speed of 68 mph on a straight level road at GVWR		New Flyer request approval to provide buses (35ft and 40ft) with a top speed of 65 mph. The buses are limited to this speed because of axle / differential limitations.	Accepted

64	26 propulsion systems management	limp mode	[redacted]	New Flyer requests a change of wording to read " A warning system and load shedding at low SOC to be presented at pre-production." This change is requested because limp mode does not exist on Electric buses. A warning system does exist; therfore, we feel this wording will clarify and ensure accurate pricing on the bid.	Accepted, but CT DOT requires a contingency operating condition ("limp" mode) to permit safe operation prior to a "no power" condition - implementation of this requirement TBD by bidder in consultation with CT DOT.
65	28 cooling	fan system shall prove a self cleaning function		New Flyer requests clarity on this line as with electric buses this is not needed due to fan locations vs Diesel buses where the location of fans would be in the radiator area. Please advise.	Accepted, but manual fan activation/deactivation in a maintenance compartment is required for self-cleaning and preventive maintenance.
66	66 operator dashboa	visual indicators		New Flyer requests this line to be removed because this is only applicable to Combustion engines and not electric buses.	Accepted, but visual indicators should be appropriate to electric bus systems, and some systems may require a physical gauge or light. Diagram/explanation of proposed dashboard configuration should be presented in the proposal.

67	32- Fire Suppression	The vehicle shall be equipped with a fire suppression system appropriate for fires of the type seen on electric vehicles, type to be determined at the pre-production meeting	[redacted]	New Flyer would like to clarify that our standard battery enclosure design does not incorporate application of fire suppression extinguishing agent directly inside of the high voltage battery enclosures. A true Lithium battery fire could not be extinguished by the current available options for onboard vehicle fire suppression systems. The best way to suppress a Lithium battery fire is through preventative measures such as continuously monitoring the battery cell temperatures and disconnecting problem cells at a critical threshold that is well below the point where a "risk of fire would be present." A fire suppression system will be	CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.
68	33-Axles	All friction points on the front axle shall be equipped with replaceable bushings or inserts and lubrication fittings easily accessible from a pit or hoist.		New Flyer requests approval to provide axles that have unitized wheel bearings. The seals are self-contained with replaceable wear surfaces. The wheel bearings are lubed-for-life with grease.	Accepted
69	33-Axles	Fatigue life of all steering components shall exceed 1,000,000 miles.		New Flyer's steering components are very robust and come with a 5 year/300,000 mile MAN warranty. While it is a design goal to exceed 1,000,000 miles the wide range of variables that could contribute and/or hinder this from being achieved keep us from guaranteeing this range requirement.	Accepted, but RFP responses will be evaluated based on the information submitted.

70	36- Wheels and Tires	Wheels and rims shall be hub-piloted powder coated painted steel and shall resist rim flange wear.	[redacted]	New Flyer request approval to provide aluminum wheels. New Flyer specifies aluminum wheels for electric buses for greater load carrying capacity.	Accepted with clarification, CT DOT would consider aluminum wheels but prefer steel wheels to be consist with CT DOT fleet. RFP responses will be evaluated based on the information submitted.
71	38- Tire Chains	Automatic Tire Chain System shall be provided as an option.	[redacted]	New Flyer request approval to delete the requirement for the Automatic Tire Chain System. New Flyer has not validated the system with respect to compatibility with our products, system reliability, system warranty, and potential liability concerns.	Accepted, but CT DOT will take this under advisement during proposal scoring - CT DOT may choose not to execute this option
72	39- Steering	Hydraulically assisted power steering shall be provided	[redacted]	New Flyer requests approval to provide the power steering pump that is driven by an electric motor. The motor and pump are integrated into one single unit.	Accepted - CT DOT RFP provided for electric steering option.
73	40- Brakes	Force to activate the brake pedal control shall be an essentially linear function of the bus deceleration rate and shall not exceed 50 lbs. at a point 7" above the heel point of the pedal to achieve maximum braking.	[redacted]	New Flyer requests approval to provide a brake force not exceeding 68 lbs. New Flyer's proposed brake force is within the APTA guidelines of 70 lbs.	Denied - CT DOT requires 50 lb
74	40- Brakes	Replaceable wheel bearing seals shall run on replaceable wear surfaces or be of an integral wear surface sealed design. Oil lubricated wheel bearings and hub seals shall not leak or weep lubricant for 100,000 miles when running on the design operating profile.	[redacted]	New Flyer requests approval to provide axles that have unitized wheel bearings. The seals are self-contained with replaceable wear surfaces. The wheel bearings are lubed-for-life with grease.	Accepted
75	41- Pneumatic Systems	New buses shall not leak down more than 5psi as indicated on the instrument panel mounted air gauges, within fifteen (15) minutes from the point of governor cut-off.	[redacted]	New Flyer requests approval to provide a leak down rate of 1 psi per 15 mins or 4 psi per hour.This is New Flyer's standard leak down rate for current Xcelsior builds.	Accepted
76	41- Pneumatic Systems	Nylon tubing shall be installed in accordance with the following color-coding standards:	[redacted]	New Flyer wold like to clairfy that the proposal is based upon providing an additional color for air lines: * Blue = Suspension.	Accepted

77	41- Pneumatic Systems	Nylon lines may be grouped and shall be supported at 2' intervals or less.	[redacted]	New Flyer request approval to provide nylon lines supported for up to 35" (intervals depending on locations).	Denied, but CT DOT understands there may be physical constraints that may occasionally require longer support distances
78	41- Pneumatic Systems	Glad-hand coupler shall be available in the front of the vehicle as an option.		New Flyer requests approval to ship Glad-hand couples loose in order to prevent damage during shipment. Customer to install them upon arrival of buses.	Accepted, but CT DOT will allow for loose shipment, but manufacturer's personnel will install prior to bus acceptance
79	41- Pneumatic Systems	Flexible lines shall be supported at 2' intervals or less.		New Flyer request approval to provide nylon lines supported for up to 35" (intervals depending on locations).	Denied, but CT DOT understands there may be physical constraints that may occasionally require longer support distances
80	43- Heating, Ventilating and Air Conditioning Equipment	The system shall maintain these conditions while subjected to any outside ambient temperatures within a range of -10 to +95°F and at any ambient relative humidity levels between 5 and 100%.		New Flyer requests approval to provide an HVAC design that maintains a temperature range between 65 and 80 degrees F operating within ambient temperatures of +10°F to +95°F. This is the operating range of our Thermo King electric HVAC system.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
81	43- Heating, Ventilating and Air Conditioning Equipment	The air conditioning system shall meet performance requirements using: HFC R134a or a current EPA approved refrigerant of the CTDOT' s choice.		New Flyer requests approval to provide R407 refrigerant. This is the specified refrigerant for the TK Electric HVAC system.	Accepted, as long as refrigerant is EPA approved
82	43- Heating, Ventilating and Air Conditioning Equipment	The operator shall have an independent heating system other than the defroster for the operator's area and shall have the ability to maintain a temperature range of 68° to 76°F in the operator area		New Flyer requests approval to provide a driver's convector where the operator can control the coolant flow to add or reduce heat but is unable to measure the temperature.	Accepted, but CT DOT requires operator area temperature to be controlled independently from the defroster heating zone, but no absolute temperature measurement device is required
83	43- Heating, Ventilating and Air Conditioning Equipment	Adjustable ball vents shall be provided at the left of the operator's position to allow direction of air onto the side windows. Two (2) additional ball vents shall be located on the vertical front dash panel adjacent to the front door to allow direction of air onto the door windows and/or entrance area		New Flyer requests approval to provide a single non-adjustable vent in the operator's area.	Accepted, but CT DOT requires a diagram in the RFP response to understand how a single non-adjustable vent can perform these tasks.

84	46- Interior Lighting	The passenger interior lighting system shall be DINEX LED lighting system or approved equal.		New Flyer requests approval to provide New Flyer's (TCB) interior LED lighting. The covers are an esthetically pleasing as one continuous piece of polycarbonate without gaps. Because of the 12 year warranty on the lights, there is no requirement for servicing like the old style fluorescent style lighting with ballasts to changed out regularly. For additonal informaiton, please refer to the attached Interior LED Lighting Sales Information Bulletin #277-001.	Accepted, pending approval of TCB as approved equal.
85	46- Interior Lighting	Photo sensor detects and adjusts light level automatically relative to ambient light for passenger comfort.		New Flyer request removal of this requirement. New Flyer's interior LED lights do not have a photocell sensor option for automatic light level adjustment.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
86	46- Interior Lighting	Driver module shall have built-in self protection of thermal shut-down and restart, PWM (Pulse Width Modulation) output to regulate light level, and shall be reverse polarity protected and rebuildable.		New Flyer request approval to provide TCB lights that do not use PWM for dimming features. The dimming feature is contained within the light units and triggered by signals from the multilex system. Please refer to Interior LED Lighting Sales Information Bulletin #277-001	Accepted, pending approval of TCB as approved equal.
87	46- Interior Lighting	Failure of any light fixture or driver module shall be broadcasted via telltale light panel or dashboard display.		New Flyer requests approval to delete this requirement. New Flyer's TCB lights condition are not monitored.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
88	47- Doors	If powered by compressed air, exhaust from the door system shall be routed below the floor of the bus to prevent accumulation of any oil that may be present in air system and to muffle sound.		New Flyer's proposed rear doors shall be electric with pneumatic emergency release.	Accepted - electric doors make this point moot

89	48- Fare Collection	Each transit system in this procurement will supply and install its own farebox and transfer/ticket issuing equipment of the type designated when the bus is delivered in Connecticut		New Flyer requests clarification as to whether a farebox is required to be provided by the contractor? First paragraph of section 48 indicates farebox provisions only.	Accepted, farebox shall be provided and installed by transit system.
90	49- Windows	Light transmittance shall be 75% on the glass area below 53" from the operator platform floor.		New Flyer requests approval to provide an operator's side window with 72% light transmission / color: green.	Accepted
91	49- Windows	Windows on the bus sides and in the rear door shall be tinted gray in color, complementary to the bus exterior with a 76% light transmission		New Flyer would like to clarify that the highest light transmission available for Framed (non-flush) windows is 60%. New Flyer requests approval to provide 60% light tranmission.	Accepted
92	50- Mirrors	The rearview mirrors shall be mounted so that its lower edge is no less than 80" above the street surface and equipped with a permanent high quality weather resistant orange reflective decal.		New Flyer requests approval to provide the following: * The lower edge of the curbside mirror is 80" above the ground. * Streetside is 73" above the ground. Equipped with permanent high quality weather resistant orange reflective decals.	Accepted
93	51- Seats	Passenger seating capacity with this arrangement shall be no less than thirty-eight (38) for a 40' bus and thirty-three (33) for a 35' bus not including the operator with an emphasis on flexibility in design to maximize seating capacity, with the specified seating arrangement.		The maximum seating capacity for New Flyer's 35ft bus is thirty-two (32) seats. New Flyer requests approval to provide thirty-two (32) seats. Please see attached seating layout.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
94	51- Seats	These provisions shall include the use of fire-retardant/low-smoke materials, fire detection systems, firewalls, and facilitation of passenger evacuation		New Flyer requests approval to provide fire detection system within the propulsion compartment only. Fire suppression is not availabe in the passenger compartment.	Accepted, but CT DOT is asking for fire detection capability and fire retardent materials in the passenger compartment, and RFP evaluation will be scored on the information provided

95	51- Seats	In order to maximize seating capacity without unduly affecting passenger comfort, minor variations in the required hip-to-knee room will be allowed in limited areas	[redacted]	New Flyer understands the importance of rider comfort and would like to clarify that in order to comply with the minimum seating requirment for the 40ft. bus many of the seating positions will have reduced Hip to Knee room. New Flyer request acknowledgement and approval of this request.	Accepted, but CT DOT requires a diagram in the RFP response to understand any changes for hip to knee measurements for both 35' & 40' buses
96	55- Bus Interior	Ceiling panels shall be white melamine-type material suitable for exterior skin painted and finished to exterior quality.		New Flyer requests approval to provide the following (not painted): * Driver's ceiling panels made of melamine * HVAC cover panels made of fiberglass and ceiling panels aft of the front wheelhouse made of thermoplastic	Accepted
97	61- Wheelchair Ramp	OEM shall be Lift-U or approved equal.		New Flyer requests approval to provide its patented wheelchair ramp. For additional information, please see attached Sales Information Bulletin #580-001.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
98	61- Wheelchair Ramp	Ramp assembly must be able to accommodate the combined ADA passenger and mobility device weight of I 000 lb without deformation or failure.		New Flyer requests approval to provide its patented wheelchair ramp that has a maximum ramp capacity of 660 lbs. For additional information, please see attached Sales Information Bulletin #580-001.	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided
99	63- External Destination Sign System	Block number sign (dash mounted): 14 rows x 36 columns		New Flyer requests approval to provide a 14 x 40 dash mounted sign. This is currently the only size availabe for the Xcelsior bus.	Accepted

100	63- External Destination Sign System	An auxiliary J1939 or J1708 port shall be made available on the OCU so that auxiliary J1939 or J1708 commands may be provided to the Electronic Destination Sign System.	[redacted]	New Flyer would like to clarify that Luminator's Destination Sign System provides J1708 commands (as opposed to J1939) for Electronic Destination Sign System. Please note this is similar to what was provided in previous builds. New Flyer request acknowledgement and approval of this request.	Accepted
101	66- Operator Dashboard	66- Operator Dashboard		New Flyer requests approval to provide its standard Xcelsior electronic instrument panel. This configuration was designed with operators ease and comfort in mind. For additional information, please refer to the attached Sales Information Bulletin #350-001.	Accepted
102	67- Operator Foot Pedals	The brake pedal shall have a 0-degree lateral angle, and the accelerator shall have a 12-degree lateral angle to coincide with the position of the operator's leg as it moves outward to operate the accelerator pedal.		New Flyer requests approval to provide a brake pedal that has a 12 degree lateral angle (same as the accelerator pedal). CTDOT has this same configuration on their current New Flyer buses.	Accepted
103	70- Electrical	The battery terminal ends and cables shall be color-coded with red for the primary positive, black for negative, and another color for any intermediate voltage cables.		New Flyer would like to clarify that our battery cables are color-coded with heatshrink at both ends of the cable similar to what was provided in previous builds	Accepted

104	70- Electrical	Ultra capacitors (super capacitors) may be used in conjunction with the AGM batteries to provide effective power storage or to manage auxiliary loads.	[redacted]	New Flyer requests approval to provide a Battery Management System (as opposed to using super-capacitor start aid) because there is no engine to start. The electric bus only requires enough energy to start the PLC system. Our PLC system is responsible for activating the high-voltage batteries which would then used to start the propulsion system. For additional information, please refer to Sales Information Bulletin #260-002A.	Accepted
105	70- Electrical	A 110v ac to 12v dc unit with automatic battety disconnect shall be built into the bus so that when the bus is plugged in from outside power it can provide internal electrical power to the vehicle.		New Flyer requests removal of this requirement because power can be drawn from the high-voltage batteries while it's charging at the depot station through the use of the DC/DC converter. Therefore, a separate plug/receptacle is not required	Clarification - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided. Also, 110V AC to 12v DC unit should also provide 24v DC if internal electrical power is needed by the vehicle systems

106	70- Electrical	Turning the master switch "OFF", with the drive and electrical systems powered "on" shall not damage any component of the electrical system.	[redacted]	New Flyer would like to clarify that while steps are taken to minimize the impact of shutting off the vehicle using the master battery switch, it is impossible to guarantee that there would be no impact to vehicle if this were to be done on a regular basis. Proper procedure in normal operation is to apply an orderly shutdown through the standard ignition switches (i.e. the master run switch on the side console panel or equivalent). The master battery disconnect switch is meant for emergency and maintenance applications and should only be used in such instances.	Accepted
107	70- Electrical	Fuses shall be used only where it can be demonstrated that circuit breakers are not practicable.		New Flyer would like to clarify that we use high current fuses for circuits with current requirements of 80 amps or higher. These would be the main power distribution circuits that originate in the fuse box and distribute power throughout the coach. Other examples of these circuits would be power to the equalizer, power to the rear panel, power to the side console, power to climate control unit, power to radiator and power to grid heater. Please note that failure of one of these high current fuses would indicate a severe problem that would require immediate action.	Accepted

108	70- Electrical	All plug terminals and connections shall be compatible with dielectric grease.	[redacted]	New Flyer would like to clarify that dielectric grease is only applicable to non-sealed connections (similar to what was provided in previous builds). The majority of our sealed connectors are IP67 rated; therefore, they do not require dielectric grease.	Accepted
109	72- Public Address System	The public address system speakers shall be Minneapolis Speaker Company model EN5WI-6WB 5" round solid basket, 8 ohm, and waterproof, mounted on an 8.25 x 8.25 square white grill, or equal.		New Flyer requests approval to provide interior speakers which are supplied by TCB (similar to what was provided in previous builds). Please refer to speaker specifications listed below: -6.00" DIAMETER -1/2" PEI DOME TWEETER -75HZ-20KHZ FREQUENCY RESPONSE -88dB AT 1W/1M SENSITIVITY -8 OHM IMPEDANCE -20 WATTS	Accepted, but CT DOT requires an approved equal request to insure speaker is waterproof.
110	73- Intelligent Transportation System	The APC equipment shall include all sensors, logic, interfaces, wiring, cabling, calibration, profiling where applicable, and installation required to properly equip each bus for passenger counting at all passenger doors. Contractor shall integrate the APC equipment with the TransitMaster CAD/ AVL system.		New Flyer requests clarification if the APC sensors and analyzer will be supplied and installed by CTDOT after bus delivery? Please advise.	Clarification - APC system is to be prewired by bidder but sensors and analyzer to be installed by CT DOT.
111	74- Video Security System	The number of such cameras shall be seven (7) for 30' buses or nine (9) for 35' or 40' buses.		New Flyer requests clarification in regards to the total number of cameras required for this build? Section 74 of the spec shows a breakdown of the cameras required and shows a total of 13 cameras. Please advise the total quantity of cameras required for this bid. Is it 9, 11 or 13?	Accepted, CT DOT requires a bid price for 13 cameras, but CT DOT may request additional cameras up to 16 total.

112	78- Antenna and Cable Specification	Run two (2) Belden 8418 (20 A WG 8 Conductor shielded) audio cables from the top of the "Streetside Closeout air/electrical" to Radio Box leaving 24" extra in Radio Box. Mark "Handset/Speaker/Spectra Mic" and "Handset/Speaker/Spectra Mic Spare." Run RG58/U Belden 8240 Coax from Antenna Access hole to radio box leaving 24" extra in radio box and 12" extra in antenna access. Run 1-20 A WG Green and 1-20 AWG Black from Terminal block in Radio Box leaving 36" coiled in the bottom of the box for the 911 system, Marked for "Silent Alarm Code Plug".	[redacted]	New Flyer requests clarification if we still need to provide these cables even though they are already part of Trapeze's wiring? Please advise.	Accepted, but CT DOT requires vendor if awarded to contact Trapeze for any wiring updates.

CT DOT Question #	RFP Specification Section	Question	[redacted]	Request	CT DOT Answer
113	General			Does the state intend to award the contract to one vendor or more than one vendor?	Clarification - see page 15 of 50 in the DOT RFP-22, "Separate awards for different types of vehicles are possible under this RFP." On page 24 of 50 in DOT RFP-22, "CT DOT may award by individual item, groups of items, or entirety of all items."
114	General			Can additional items be added to optional components pricing list, such as Panasonic Toughbook, desktop viewing station which are to be provided per facility not per bus.	Accepted
115	TS 2 General	Buses in this procurement shall have passed all required Altoona testing before time of contract. For		For some bus models, BYD proposes to have buses in this procurement to pass Altoona testing before the time of delivery instead of time of contract.	Denied.
116	TS 3 Basic Body	The bus height shall not exceed 130".		BYD proposes the maximum height to be 134". Is this acceptable to the CTDOT?	Accepted - CT DOT will accept up to 134" height (non-kneeling) for bus
117	TS 3 Basic Body	The vehicle shall be constructed using only stainless steel or other approved inherently corrosion-resistant materials and fasteners of sufficient type and quality to minimize deterioration over the specified period.		BYD proposes an Aluminium body and Steel Chassis for approved equal. This semi-monicoque design is corrosion resistent and widely used in the heavy duty bus industry.	Accepted
118	TS 6 Floor	The subfloor shall be Space-age Synthetics Thermo-Lite or equal composite flooring material that will provide a minimum 150 lb weight savings per bus to the standard %''marine plywood subfloor product.		BYD propose the Coosa Composite for subfloor material. Is this acceptable to CTDOT?	Accepted, but Thermo-Lite preferred. RFP responses will be evaluated based on the information submitted.
119	TS 23 Energy Storage System	The bus must be able to be charged from charging receptacles located behind the rear axle on both the driver and passenger side of the bus. Each location should use similar charging receptacle controls and layouts.		BYD can provide charging receptacles located behind the rear axle on both the driver and passenger sides of the bus. But BYD clarifies that the two sides will not be charged at the same time.	Accepted - charging receptacles must be provided on both sides but will not be used simultaneously

120	TS 24 Electrical Charging Infrastructure	b. Subsequent opportunity charges for the remaining 120 miles using an overhead charger with the following operational parameters:	[redacted]	BYD proposes the 300 kW instead of 450 kW on overhead charging while meeting the RFP 120 miles depot charging + 120 miles opportunity charging range requirement.	Denied - charging rates and timeframes are specified by RFP - responses will be evaluated based on the information submitted.
121	TS 24 Electrical Charging Infrastructure	b. Subsequent opportunity charges for the remaining 120 miles using an overhead charger with the following operational parameters:		BYD proposes to inductive en-route charging instead of overhead charging. Is this acceptable to CTDOT?	Accepted, but inductive charging will be considered only if it meets power charging rates and timeframes as specified in the RFP
122	TS 24 Electrical Charging Infrastructure TS 25 Propulsion	TS 24 "Opportunity" charging shall be accomplished at any location equipped with an overhead electric bus charger - An opportunity charger shall have an effective charging rate of no less than 450 kW as per manufacturer specifications. o Charger will be SAE J3105 compliant for Overhead Chargers. Subsequent opportunity charges for the remaining 120 miles using an overhead charger with the following operational parameters: i. No more than four (4) opportunity charges in an 18-hour shift; ii. No less than 30 miles of additional range per opportunity charge; m. No less than 90 minutes between opportunity charges; tv. No single charge time of more than fifteen (15) minutes at an opportunity charger; and, v. Opportunity charging must be capable of unattended operation and remote monitoring during the charge interval. vi. Passenger cabin temperature shall remain in a range from 60-80°F during the charge interval if the ambient temperature is between 15-95°F.		BYD proposes an effective charging rate for overhead charger to be no less than 300 kW instead of 450 kW as it will exceed 1C of the battery capacity. BYD buses can attain 25 miles (40') and 28 miles (35') in ten (10) minutes. Please clarify the max opportunity charging time is (10) or (15) minutes. BYD proposes to meet the 240 miles range and 120 miles opportunity charging range requirement by (15) minutes opportunity charging with: - No less than 30 miles of additional range per opportunity charge. - No less than 90 minutes between opportunity charges.	Denied - charging rates and timeframes are specified by RFP - responses will be evaluated based on the information submitted.

123	TS 24 Electrical Charging Infrastructure TS 25 Propulsion	TS 24 I. The "Overnight" configuration- all buses shall be equipped with rechargeable battery packs containing enough energy capacity as to power the bus a minimum of 240 miles on the initial overnight charge in an 18-hour shift, as defined by Altoona testing and the manufacturer's technical specifications; or 2. The "Opportunity" configuration -all buses shall be capable to operate a minimum of 240 miles per day in an 18-hour shift a. At least 120 miles range resulting from an overnight charge of on board batteries, and, Technical Specifications Page 16 of70 June 2019 Connecticut Department ofTransportation 35 '& 40' Battery Electric Bus (BEE) Consortium Procurement b. Subsequent opportunity charges for the remaining 120 miles using an overhead charger TS 25 The operating range of each bus when run on the transit coach duty cycle shall be at least 250 miles. The BEB shall be able to achieve either of the following operating formats: • Long-Range Charging- attain a minimum of250 miles on a single overnight depot charge while	[redacted]	Please clarify: The minimum range requirement is 240 miles or 250 miles. Opportunity charging minimum range requirement is 120 miles or 150 miles.	CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.
124	TS 25 Propulsion	Typical operating conditions for these operating formats shall include: • Between Yz and a full passenger load • Up to a top speed of 65 mph • An ambient temperature between oop and 1 00°F • For up to each Yz mile, the vehicle stops for ten (1 0) seconds with doors open The propulsion system and drivetrain shall provide power to enable the bus to meet the defined acceleration, top speed, and gradability requirements, and operate all propulsion-driven accessories. The buses shall be capable of achieving a top speed of 68 mph on a straight, level road at GVWR with all accessories operating.		Please clarify the top speed in the conflicted paragraph. BYD proposes the top speed to be 65 mph.	Accepted - top speed of 65 mph

125	TS 25 Propulsion	The propulsion management system shall not allow any obvious derate of power, except in the event of low SOC, in which case a reserve amount of power shall be available as a "limp" mode for the purpose of retnrning the bus to the depot. "Limp" mode shall be defined as continuing vehicle operation for a limited time when SOC drops below 5%, but shall also be programmable by CTDOT in a range between 2%-9% SOC.		BYD defines the "limp" mode at 5% for safety concerns.	Accepted, but 5% is within the limp % specified, but programmability is preferred.
126	TS 28 Cooling TS 29 Serviceability	TS 28 A spring-loaded, push button type valve to safely release pressure or vacuum in the cooling system shall be provided with both it and the coolant filler no more than 48" above the ground and both shall be accessible through the same access door. TS 29 All fluid fillers shall not be higher than 48" above the ground. All fluid systems shall be equipped with analog gauges to indicate fluid levels.		BYD proposes the fluid filter to be 60'' above the ground as it meets the APTA guidelines (aside from the Roof Battery Coolant filter, which is located on the bus roof with 130'' height).	Denied - CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.
127	TS 29 Serviceability	All fluids shall be monitored by a gauge. Gauges shall be provided in the rear component access compartment. These gauges shall be easily read during service and mounted in an area where they shall not be damaged during minor or major repairs. All fluid fill locations shall be properly labeled to help ensure correct fluid is added and all fillers shall be easily accessible with standard funnels, pour spouts, and automatic dispensing equipment. All lubricant sumps shall be fitted with magnetic-type, external, hex head, self-sealing drain plugs.		The fluids in BYD's drive axle are not able to be monitored by any gauge since BYD uses the in-wheel drive axle with no transmission or motor/engine in the rear compartment.	Accepted
128	TS 32 Fire Suppression	The bus OEM (contractor) shall provide a written sign-off, including full documentation, photos, etc., supplied by the fire suppression equipment manufacturer, which confirms that all installation requirements have been met on the pilot bus fire suppression system.		BYD buses fire suppression system design is under instruction of fire suppression system company. The Fire Suppression System sign-off is usually done after actual system installation and before bus delivery. Can this written sign-off submitted before bus delivery?	Denied - bus fire suppression system design must be documented at time of RFP award

129	TS 33 Axles	The front axle shall be a MAN or equal solid beam, non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with oil lubricated front wheel bearings and seals.		BYD proposes the ZF front beam axle as it is widely used in the industry as an approved equal. Is this acceptable to CTDOT?	Accepted
130	TS 33 Axles	The bus shall be driven by a single heavy-duty MAN or equal axle at the rear with a load rating sufficient for the bus loaded to GVWR.		BYD proposes the BYD in-wheel drive axle. The BYD axle has been tested by thousands of BYD buses worldwide.	Accepted
131	TS 33 Axles	The drive shaft shall be guarded to prevent it striking the floor of the coach or the ground in the event of a tube or universal joint failure. Drive shaft universal joint should be clamp type, serviceable to yoke. Both front and rear axle shall have a five (5) year warranty.		BYD clarifies that BYD electric bus has in-wheel motor design which does not need a drive-shaft.	Accepted
132	TS 40 Brakes	The manufacturer shall provide an electronic as well as a mechanical visible wear indicator on the disc brake calipers.		Our current standard design does not currently provide an electronic mechanical visible wear indicator on the disc brake calipers. Will the agency accept a dashboard electronic indicator to meet this requirement.	Accepted, but CT DOT states the specification as written is correct and prefers both types of indicators. RFP responses will be evaluated based on the information submitted.
133	TS 42 Air Dryer	An air dryer shall prevent accumulation of moisture and oil in the air system. The air dryer system shall include a replaceable desiccant bed, electrically heated drain, and activation device. A mechanic shall be able to replace the desiccant in less than fifteen (15) minutes. An oil separator shall be provided between the compressor and dryer.		BYD standard air dryer is Bendix AS-IS, which has the oil separator integrated into the air dryer.	Accepted
134	TS 43 HVAC	The HV AC unit shall be a Thermo King or approved equal.		BYD proposes BYD HVAC which can meet RFP and regulation requirement.	Accepted, but CT DOT prefers Thermo King, and vendor must provide Approved Equal approval and show that maintenance is available in the northeast USA
135	TS 48 Doors	The doors shall be Vapor Bus International Ameriview or equal. The doors shall be tamper resistant but parts shall be designed for quick and easy replacement by a trained mechanic.		BYD proposes Vapor CityView Hidden Frame door to match BYD hidden frame window style without extra cost. Is this acceptable to CTDOT?	Accepted, but CT DOT prefers Ameriview, and vendor must provide Approved Equal approval

136	TS 51 Seats	Passenger seating capacity with this arrangement shall be no less than thirty-eight (38) for a 40' bus and thirty-three (33) for a 35' bus not including the operator with an emphasis on flexibility in design to maximize seating capacity, with the specified seating arrangement. Rearward facing seats are not acceptable.		BYD proposes a maximum 32 passenger seats for the K9S.	Accepted, but CT DOT prefers no less than 33 seats in 35' bus and 38 seats in 40' bus. RFP responses will be evaluated based on the information submitted.
137	TS Paint & Decals	Exterior Decals • Handicapped Accessible Symbol • Bus System Logo • Bus System URL • Bus System Telephone# • "Seats xx" • CTDOT logo/Operated By .. . • Stand Back Wheu Flashing ... Wheelchair Ramp Arrow • Bus number (Front, Back and two (2) on each side and large number on the roof) • Wide Right Turns .. . • For Your Safety .. . • Bike Rack (Standard safety and operating instruction decals on Bike Rack) • Two (2) Bike Maximum (only for buses with interior bike racks installed) Interior Decals • Wait for Light ... (English & Spanish) • For your safety, ... (English & Spanish) • No radios, smoking, etc ... (English & Spanish) • Video Camera ... " (English & Spanish) • Make seats available ... • Bus number to be provided at four (4) locations on the interior as determined at preproduction		Can CTDOT provide the decal measurement or preferred designs for the decal for pricing purpose? Is there a preferred vendor by CTDOT?	Clarification - the preferred decal vendor is the manufacturer of the specific component. APTA should provide standard decal sizes. CT DOT will work with the bidder to finalize the final graphic design for the bus.
138	TS 61 Wheelchair Ramp	An automatic operator-controlled front door wheelchair ramp system shall be provided to allow ingress and egress quickly, safely, and comfmtably, both in forward and rearward directions, for a passenger in a wheelchair from a level street or curb into the low floor buses. OEM shall be Lift-U or approved equal		BYD proposes Ricon SSR-0 ramp which meets the RFP requirement. Will the CTDOT accept this ramp?	Denied - CT DOT requirement remains as stated, and RFP evaluation will be scored on the information provided

139	TS 66 Operator Dashboard	The Figure below is provided as an illustrative guide to the desired instrument and control grouping: Area 1: Operational gauges- speedometer, air pressure (primary and secondary), voltmeter(s), and diagnostics shall be located immediately in front of the operator's field of view. This area shall also incorporate a screen that shows the rear door camera view when door is activated. Area 2: Operational controls and switches, including but not limited to emergency controls and flashers, transmission controls, and lighting switches, located adjacent the left side of the instruments. Area 3: Operational controls and switches, including bnt not limited to washer controls, operator's climate controls, located adjacent the right side of the instruments. Area 4: Secondary operating controls including door, kneel and ramp switches, mirror and operational controls, located to the left of the operator ahead of the Seat Reference Point of the 5 percentile female. Area 5: System function controls, including destination sign keypad, cabin climate controls, fire suppression, located on the operator's centerline, above operator's upper sight cutoff line. Areas 1 & 2: Prefened location for all warning and	[redacted]	Please see attached BYD bus standard dashboard layout for approval.	Accepted, but submit referenced attachment with RFP response for evaluation
140	Exhibit B	Price Schedule		Can CTDOT provide the pricing sheet in an excel format with calculations?	Denied. Bidder must supply a paper bid.
141	Exhibit B	Price Schedule		Can we submit the price sheet in an excel format?	Denied. Bidder must supply a paper bid.
142	Exhibit B	Price Schedule		On the Optional Spare Parts & Extended Warranty Pricing are the numbers in the (parenthesis) the total of vehicles you want us to price for?	Clarification - the number in parentheses is potential number to be purchased, but pricing should reflect single unit price.

CT DOT Question #	RFP Specification Section	Question	Request re: 35' Proterra	Request re: 40' Proterra	CT DOT Answer
143	Suspension System	The bus approach, departure and front break-over angle shall be a minimum 9 degrees.	Request approval for our standard 35 ft design in which the approach angle is 8.6°, break-over angle is 8.5° and a departure angle of 8.7°.	Request approval for our standard 40 ft design in which the approach angle is 8.6°, break-over angle is 7.0° and a departure angle of 9.0°	Denied - CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.
144	Electrical Charging Infrastructure	24- Electrical Charging Infrastructure The charging system and its support systems shall be designed to allow the bus to be quickly recharged. Charging systems shall be defined as two (2) types: • Overnight - accomplished inside the home bus depot and have the following requirements: 0 Effective charging rate of no less than 120 kW based on the manufacturer's specification. 0 The charger shall be SAE J1772 Combined-Charging System (CCS) Type 2.0 DC Fast Charger compatible and conform to all CCS SAE protocols. Charge connections shall be made manually using CCS Combo 2 type connectors.	Proterra requests approval for our standard chargers which are SAE J1772 Combined-Charging System (CCS) Type 1 compatible.	Proterra requests approval for our standard chargers which are SAE J1772 Combined-Charging System (CCS) Type 1 compatible.	Accepted - CT DOT Requires CCS Combo Type 1 Adapters
145	Propulsion	The propulsion system drive components shall consist of direct-drive electric traction motor(s) or equivalent. Either hub-mounted motors or a T-drive differential axle assembly, or equivalent, will be considered by CTDOT. Waste heat from these devices shall be used for passenger compartment where possible.	Proterra requests approval to our powertrain wich is a propulsion system with a multispeed gearbox rather than a direct-drive electric traction motor system. In addition, wate heat from the motors are not usef for the passenger compartment. The wast heat is so minimal that is not worth piping it into the cabin.	Proterra requests approval to our powertrain wich is a propulsion system with a multispeed gearbox rather than a direct-drive electric traction motor system. In addition, wate heat from the motors are not usef for the passenger compartment. The wast heat is so minimal that is not worth piping it into the cabin.	Accepted

146	Propulsion	Capacitors may be used for torque required during initial vehicle launch and effective regenerative braking power recovery only. All ratings and design integration should be fully disclosed.	Proterra would like to clarify our powertrain has no capacitors, therefore this is not applicable.	Proterra would like to clarify our powertrain has no capacitors, therefore this is not applicable.	Accepted
147	Propulsion	The buses shall be capable of achieving a top speed of 68 mph on a straight, level road at GVWR with all accessories operating.	Proterra requests the bus speed to be changed to 65mph as this speed is limited by the tire rating is 65 MPH, therefore we electronically limit speed to 65 MPH.	Proterra requests the bus speed to be changed to 65mph as this speed is limited by the tire rating is 65 MPH, therefore we electronically limit speed to 65 MPH.	Accepted
148	Propulsion	When releasing the brake pedal from a stopped position the bus shall not roll in the opposite intended/ selected direction of travel for any reason.	Proterra would like to clarify that we will comply with this requirement only when the vehicle is not in neutral.	Proterra would like to clarify that we will comply with this requirement only when the vehicle is not in neutral.	Accepted
149	Propulsion Systems Management	All related components and configurations that affect vehicle range shall be selected accordingly.	Proterra would like to clarify that we offer 3 performance modes for the customer to select.	Proterra would like to clarify that we offer 3 performance modes for the customer to select.	Accepted, but bidder shall provide mode states and characteristics.

150	Propulsion Systems Management	The management system shall have the following safety features: • While bus is charging: o No movement of the bus is allowed o The bus may not be shifted into forward or reverse o The park brake must be applied and remain applied • While bus is operational: o Driver cannot shift directly from Forward to Reverse, Reverse to Forward or out of Neutral without a full service brake application.	Proterra request approval to our systems design which inhibits propulsion and apply interlock brake but do not inhibit a shift into gear rather than avoiding the shifting into forward or reverse. In addition, we allow F to R when vehicle speed is 0 MPH.	Proterra request approval to our systems design which inhibits propulsion and apply interlock brake but do not inhibit a shift into gear rather than avoiding the shifting into forward or reverse. In addition, we allow F to R when vehicle speed is 0 MPH.	Accepted, but while charging, if vehicle is stationary and service brake applied, then direct Forward to Reverse or vice versa is acceptable.
151	Propulsion Systems Management	The bus shall be equipped with vehicle stability control.	Proterra would like to clarify that stability control is not an option we offer only traction control.	Proterra would like to clarify that stability control is not an option we offer only traction control.	Accepted, but CTtransit "prefers" stability control. RFP responses will be evaluated based on the information submitted.

152	Energy Storage System	Contractors shall include certification of battery safety testing by an independent testing agency.	Proterra would lilke to ask for clarification on the purpose of this requirement. Proterra warranties. Therefore, if the initial energy is understood and we warrant the “end of service” energy we don't beleive there is value add of understanding what happens in between. Furthermore, every customer, climate, and route profile is unique; thus a general summary or conclusion of test results is unavoidable (no guarantee to a particular customer will be derived from a general analysis).	Proterra would like to ask for clarification on the purpose of this requirement. Proterra warranties. Therefore, if the initial energy is understood and we warrant the “end of service” energy we don't beleive there is value add of understanding what happens in between. Furthermore, every customer, climate, and route profile is unique; thus a general summary or conclusion of test results is unavoidable (no guarantee to a particular customer will be derived from a general analysis).	Denied - CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.
153	Energy Storage System	The energy storage system shall be factory-tested, ready for service and have a SOC of 100% at time of delivery (BOL)	Proterra wishes to clarify that transporting the bus with a fully charged ESS goes against transportation safety protocols for shipping lithium ion batteries. Request approval to provide the bus with less than 50% state of charge with full charge occurring after the buses arrive.	Proterra wishes to clarify that transporting the bus with a fully charged ESS goes against transportation safety protocols for shipping lithium ion batteries. Request approval to provide the bus with less than 50% state of charge with full charge occurring after the buses arrive.	Clarification - CT DOT electric bus acceptance will be at Cttransit, 100 Leibert Rd., Hartford during business hours. Buses may recharge at CTtransit Hamden Bus Depot, 2061 State Street, Hamden and be directly driven to Hartford if no charger is available in Hartford.
154	System Safety	In the event of a failure of the battery thermal management system during bus operation, an audible and visual alert shall be activated on the dashboard as well as notification to a central office. Resetting the system shall require the deliberate action of maintenance personnel. In the event of a fire onboard a bus, the battery thermal management system shall place the battery system into a safe mode and notification shall be made to a central office.	Proterra requests approval for our battery thermal management system design where failures don’t cause any protective actions as specified. The battery temperature does. Our thermal management system can fail and still leave the bus fully operational in most operating conditions.The primary function of the thermal management system is to extend the life and ambient operating range of the batteries. The battery design itself is responsible for managing thermal event protection.	Proterra requests approval for our battery thermal management system design where failures don’t cause any protective actions as specified. The battery temperature does. Our thermal management system can fail and still leave the bus fully operational in most operating conditions.The primary function of the thermal management system is to extend the life and ambient operating range of the batteries. The battery design itself is responsible for managing thermal event protection.	Clarification - CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.

155	Cooling	All cooling systems in new condition shall have an ambient capacity of at least 110° F, and all fluids associated shall be identified and easily serviceable. Fan systems shall provide a self-cleaning function, activated on initial start-up of the propulsion system as well as manually if necessary.	Proterra requests approval for our standard design which provides self-cleaning function activation on initial start-up. Manual activation is not an option we offer.	Proterra requests approval for our standard design which provides self-cleaning function activation on initial start-up. Manual activation is not an option we offer.	Clarification - manual fan activation/deactivation in a maintenance compartment is required for self-cleaning and preventive maintenance. RFP responses will be evaluated based on the information submitted.
156	Cooling	Valves shall permit complete shutoff of lines for the heating and defroster units, and coolant booster pumps. All low points in the cooling system shall be equipped with drain cocks.	Proterra requests approval for our cooling systems design which unlike a diesel bus our heating and defroster are not coolant base.	Proterra requests approval for our cooling systems design which unlike a diesel bus our heating and defroster are not coolant base.	Accepted - CT DOT states the specification as written is correct if so equipped with the specified units or pumps. RFP responses will be evaluated based on the information submitted.
157	Cooling	Air vent valves shall be fitted at high points in the cooling system unless it can be demonstrated that the system is self-purging. A sight glass to determine satisfactory coolant levels shall be provided and shall be accessible by opening the appropriate compartment access door.	Proterra requests approval for our standard design whe provides an expansion tank on the roof at the highest point in the system. We do provide a site glass on the expenasion tank.	Proterra requests approval for our standard design whe provides an expansion tank on the roof at the highest point in the system. We do provide a site glass on the expenasion tank.	Accepted - CT DOT prefers site glass at accessible ground level location and RFP responses will be evaluated based on the information submitted.
158	Cooling	A spring-loaded, push button type valve to safely release pressure or vacuum in the cooling system shall be provided with both it and the coolant filler no more than 48" above the ground and both shall be accessible through the same access door. The coolant boost pump shall be a magnetically coupled, brushless and seal-less design.	Proterra requests approval for our standard pump which does incorporates a seal.	Proterra requests approval for our standard pump which does incorporates a seal.	Accepted, but only if seal or pump is commercially available and is easy to repair and/or rebuild.
159	Serviceability	All fluids shall be monitored by a gauge. Gauges shall be provided in the rear component access compartment.	Proterra would like to clarify that our system does not require the measurement of gearbox oil as it is a sealed system and not customrary for these types of gearboxes.	Proterra would like to clarify that our system does not require the measurement of gearbox oil as it isa sealed system and not customrary for these types of gearboxes.	Accepted.
160	Hydraulic Systems	Any accessory may be driven hydraulically or electrically at CTDOT's option.??	Proterra would like clarification on the purpose of this question : "Any accessory may be driven hydraulically or electrically at CTDOT's option.??"	Proterra would like clarification on the purpose of this question : "Any accessory may be driven hydraulically or electrically at CTDOT's option.??"	Clarification - if alternate accessory designs are available, selection is at CT DOT discretion.

161	Lines and Piping	Flexible lines shall be Teflon hoses with braided stainless steel jackets except in applications where premium hoses are required and shall have standard SAE or JIC brass or steel, swivel, end fittings. Flexible hoses over 1" in diameter need not be Teflon with braided stainless steel jacket but shall be in conformance with SAE Standard J100R5. Flexible hoses and fluid lines shall not touch one another, or any part of the bus.	Proterra wishes to clarify that J100R5 does not exist regarding coolant or heater hoses. J100R5 is for hydraulic lines with high system pressures (coolant system is regulated to only 13 psi). We would like to request approve to our design which used quick connects and hose barb fittings across both platforms that meet SAE J2044, ¼" to 1" coolant hose that meets SAE J20R3 and 1.5" coolant hose that meets SAE J20R1.	Proterra wishes to clarify that J100R5 does not exist regarding coolant or heater hoses. J100R5 is for hydraulic lines with high system pressures (coolant system is regulated to only 13 psi). We would like to request approve to our design which used quick connects and hose barb fittings across both platforms that meet SAE J2044, ¼" to 1" coolant hose that meets SAE J20R3 and 1.5" coolant hose that meets SAE J20R1.	Clarification - bidder must use stainless steel braided hoses for all heater and coolant lines.
162	Lines and Piping	Hoses/lines shall be secured with heavy-duty stainless steel, full silicone rubber clamps. Compression fittings shall be standardized as much as practicable to prevent the intermixing of components. Compression fitting components from more than one manufacturer shall not be mixed even if the components are known to be interchangeable	The Contractor requests approval of our standard Mubea radiator clamps. Although the proposed clamps are not stainless steel, they have passed a 1,000+ hour salt spray test (see Exhibit A).	The Contractor requests approval of our standard Mubea radiator clamps. Although the proposed clamps are not stainless steel, they have passed a 1,000+ hour salt spray test (see Exhibit A).	Denied - Connecticut uses liberal amounts of chloride deicers during the winter season. Bidder must use stainless steel clamps.
163	Basic Body	Exterior panels below 35" from ground level shall withstand a static load of 2,000 lb applied perpendicular to the bus by a pad no larger than 5" square. This load shall not result in deformation that prevents installation of new exterior panels to restore the original appearance of the bus.	Request approval for our vehicle vehicle design which has an all-composite body. Composite body buses do not have exterior paneling. The outer skin is integral to the body structure. When damage occurs to the exterior of the vehicle, the repair is contained to just the damaged area. The side body from floor to window is repairable with common composite repair techniques. The body is also covered with a gel coat that resists chips and cracks.	Request approval for our vehicle vehicle design which has an all-composite body. Composite body buses do not have exterior paneling. The outer skin is integral to the body structure. When damage occurs to the exterior of the vehicle, the repair is contained to just the damaged area. The side body from floor to window is repairable with common composite repair techniques. The body is also covered with a gel coat that resists chips and cracks.	Clarification - this requirement is from Altoona bus testing. Bidder must submit portion of Altoona test for bus stating how bus passed this test.

164	Basic Body	The vehicle shall be constructed using only stainless steel or other approved inherently corrosion-resistant materials and fasteners of sufficient type and quality to minimize deterioration over the specified period.	Proterra requests approval for our Catalyst vehicles which have a composite, monocoque body that do not have exterior paneling. The outer skin is integral to the body structure. When damage occurs to the exterior of the vehicle, the repair is contained to just the damaged area. The side body from floor to window is repairable with common composite repair techniques. The body is also covered with a gel coat that resists chips and cracks.	Proterra requests approval for our Catalyst vehicles which have a composite, monocoque body that do not have exterior paneling. The outer skin is integral to the body structure. When damage occurs to the exterior of the vehicle, the repair is contained to just the damaged area. The side body from floor to window is repairable with common composite repair techniques. The body is also covered with a gel coat that resists chips and cracks.	Clarification - submit documentation that composite body is corrosion-resistant.
165	Towing and Jacking	The front towing devices shall allow attachment of adapters for a rigid tow bar and shall permit lifting and towing of the bus, at curb weight, until the front wheels are clear off the ground. The rear towing devices shall permit lifting and towing of the bus for a short distance, such as in cases of an emergency, to allow access to provisions for front towing of bus. The method of attaching the tow bar or adapter shall require the specific approval of CTDOT. Each towing device shall accommodate a crane hook with a 1" throat for towing and recovery.	Proterra wishes to clarify that our standard design does not permit rear towing or lifting of the bus, however, an add-on option selected at the time of configuration design will enable the rear lifting / ditch extraction of the bus. Rear towing is still not possible.	We wish to clarify that our standard design does not permit rear towing or lifting of the bus, however, an add-on option selected at the time of configuration design will enable the rear lifting / ditch extraction of the bus. Rear towing is still not possible.	Accepted, but bidder must bid with this option installed and option must be included in additional light weight of bus.
166	Floor	The floor seam must lap up the sidewall.	Proterra request approval for our design which does not allow for the flooring to go up the side wall. This is due to the location of the lower seat rail being just above the floor surface, as well as the wall panels extending to the floor surface in the rear of the bus.	Proterra request approval for our design which does not allow for the flooring to go up the side wall. This is due to the location of the lower seat rail being just above the floor surface, as well as the wall panels extending to the floor surface in the rear of the bus.	Accepted, but any butt joint seam involving flooring must be covered by a 10-year labor and material warranty against failure.
167	Floor	The subfloor shall be Space-age Synthetics Thermo-Lite or equal composite flooring material that will provide a minimum 150 lb weight savings per bus to the standard ¾" marine plywood subfloor product.	Proterra requests approval to provide our standard design which incorporates an all-composite monocoque structure with composite flooring.	Proterra requests approval to provide our standard design which incorporates an all-composite monocoque structure with composite flooring.	Accepted, but Thermo-Lite preferred. RFP responses will be evaluated based on the information submitted.

168	Operator Area	Trim installed along edges of platforms shall be constructed of stainless steel.	Request approval to provide trim material at the platform edge made of yellow extruded rubber.	Request approval to provide trim material at the platform edge made of yellow extruded rubber.	Accepted.
169	Floor	If the vehicle is of a bi-level floor design, an intermediate platform shall be provided along the center aisle of the bus to facilitate passenger traffic between the upper and lower floor levels. This intermediate platform shall be cut into the rear platform and shall be approximately the aisle width, 18" deep and approximately one-half the height of the upper level relative to the lower level. The horizontal surface of this platform shall be covered with yellow Hypalon or equal ribbed rubber or skid-resistant material and shall be sloped slightly for drainage. A warning decal or sign shall be provided at the immediate platform area to alert passengers to the change in floor level. All stair risers shall be laminated.	Proterra requests approval for our design which incorporates the following: 1) Approximately 12 inches deep step between the lower and upper level. 2) Nosing material at the step edges made of yellow extruded rubber. 3) Non-laminated stair risers. Please reference the attached drawing *"Rear Step Area.pdf"*	Proterra requests approval for our design which incorporates the following: 1) Approximately 12 inches deep step between the lower and upper level. 2) Nosing material at the step edges made of yellow extruded rubber. 3) Non-laminated stair risers. Please reference the attached drawing *"Rear Step Area.pdf"*	Denied - this is required for safety reasons.
170	Wheel Wells	Sufficient clearance and air circulation shall be provided around the tires, wheels, and brakes to preclude overheating when the bus is operating on the design operating profile. Tire chain clearance shall be provided in accordance with SAE J683. Wheel well chain guards shall be provided as an option.	Request approval to provide alternative solutions for the optional automatic tire chains based on advanced power train design requirements	Request approval to provide alternative solutions for the optional automatic tire chains based on advanced power train design requirements	Denied - some Connecticut transit agencies require chains due to hilly terrain.
171	Kneeling	An optional reverse kneeling feature shall be provided at CTDOT's option that is capable of adjusting the exit heights of both front and rear doors to 15½".	Proterra requests approval for the bus to be capable of adjusting the exit heights for the front door to be 15.5", and rear door to be 17" at rest, rather than 15.5" on both doors.	Proterra requests approval for the bus to be capable of adjusting the exit heights for the front door to be 15.5", and rear door to be 17" at rest, rather than 15.5" on both doors.	Denied - 15.5" height on both exit heights due to Bus Rapid Transit (BRT) platform requirements.
172	Kneeling	The bus shall kneel at a maximum rate of 1¼" per second at essentially a constant rate. After kneeling, the bus shall rise within two (2) seconds to a height permitting the bus to resume service and shall rise to the correct operating height within seven (7) seconds regardless of load up to GVWR.	Proterra requests approval for our standard bus rasing speed after kneeling to be within 4 seconds to a height permitting the bus to resume service.	Proterra requests approval for our standard bus rasing speed after kneeling to be within 4 seconds to a height permitting the bus to resume service.	Denied.

173	Kneeling	A warning light mounted near the curbside of the front door, minimum 3" diameter, amber lens shall be provided that will blink when the kneel feature is activated.	Proterra requests approval for our standard design which provides a warning light with a minimum of 1.75" diameter lens.	Proterra requests approval for our standard design which provides a warning light with a minimum of 1.75" diameter lens.	Denied.
174	Wheels and Tires	Wheels and rims shall be hub-piloted powder coated painted steel and shall resist rim flange wear. All wheels shall be interchangeable and shall be removable without a puller. Wheels shall be compatible with tires in size and load-carrying capacity. Front wheels and tires shall be balanced as an assembly per SAE J1986.	Request approval to provide our standard wheels which are Aluminum wheels.	Request approval to provide our standard wheels which are Aluminum wheels.	Accepted with clarification, CT DOT would consider aluminum wheels but prefer steel wheels to be consist with CT DOT fleet. RFP responses will be evaluated based on the information submitted.
175	Wheels and Tires	CTDOT presently leases Michelin tires of size 305/70R22.5 and would prefer to continue with these tires if possible. If not possible, CTDOT prefers Michelin tires.	Request approval to provide our standard tires which are 315/80R22.5.	Request approval to provide our standard tires which are 315/80R22.5.	Accepted, but bidder must show certification of tire for 65 mph maximum speed; tire must be standard order item on Michelin leased tire schedule; and, tire must be load-rated to accept bus axle weights.
176	Axles	The front axle shall be a MAN or equal solid beam, non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with oil lubricated front wheel bearings and seals.	Request approval to provide our standard design which incorporates an independent suspension front axle manufactured by ZF. Front axle part Number is Front RL-82.	Request approval to provide our standard design which incorporates an independent suspension front axle manufactured by ZF. Front axle part Number is Front RL-82.	Accepted.
177	Steering	The steering wheel diameter shall be no less than 18" and no more than 20"; the rim diameter shall be 7/8" to 1¼" and shaped for firm grip with comfort for long periods of time. The steering wheel shall be hard plastic with no foam, black in color and a rounded three-spoke design.	Proterra requests approval for our standard 20” 2 spoke steering wheel	Proterra requests approval for our standard 20” 2 spoke steering wheel	Accepted, but please advise if other steering wheel spoke options (including heated steering wheel) are available.
178	Axles	The bus shall be driven by a single heavy-duty MAN or equal axle at the rear with a load rating sufficient for the bus loaded to GVWR.	Request approval to provide our standard design which incorporates a rear axle manufactured by ZF. Standard warranty for the axles is 2 years/100,000 miles. Extended warranty options are available. Rear axle part number is AV-133/90	Request approval to provide our standard design which incorporates a rear axle manufactured by ZF. Standard warranty for the axles is 2 years/100,000 miles. Extended warranty options are available. Rear axle part number is AV-133/90	Accepted.

179	Brakes	Service brakes shall be controlled and actuated by a compressed air system. Force to activate the brake pedal control shall be an essentially linear function of the bus deceleration rate and shall not exceed 50 lbs. at a point 7" above the heel point of the pedal to achieve maximum braking.	Proterra request approval for the force to activate the brake pedal control to be 75 lbs.	Proterra request approval for the force to activate the brake pedal control to be 75 lbs.	Denied - CT DOT requires 50 lb.
180	Brakes	Replaceable wheel bearing seals shall run on replaceable wear surfaces or be of an integral wear surface sealed design. Oil lubricated wheel bearings and hub seals shall not leak or weep lubricant for I00,000 miles when running on the design operating profile.	Proterra request approval for grease lubricated wheel bearings	Proterra request approval for grease lubricated wheel bearings	Accepted
181	Operator Foot Pedals	To preclude movement of the bus, an accelerator interlock shall lock the accelerator in the closed position and a brake interlock shall engage the service brake system when the rear door control is activated. The braking effort shall be adjustable with hand tools. Rear doors shall not open unless the bus speed is below 2 mph.	Request approval for the standard brake effort which isn't adjustable with hand tools”.	Request approval for the standard brake effort which isn't adjustable with hand tools”.	Accepted.
182	Pneumatic Systems	The air system shall be protected by a pressure relief valve set at 150psi and shall be equipped with check valve and pressure protection valves to assure partial operation in case of line failures.	Proterra would like to clarify that our compressor has built into it a pressure protection valve that is set at 153psi.	Proterra would like to clarify that our compressor has built into it a pressure protection valve that is set at 153psi.	Accepted.
183	Pneumatic Systems	The air compressor shall be sized to charge the air system from 40psi to the governor cutoff pressure in less than three (3) minutes.	Request approval of our standard Hydrovane air compressor, as described in Exhibit B. Proterra’s proposed compressor was sized to maximize performance and vehicle efficiency and can charge the air system from 40psi to governor cut-off in less than 4 minutes.	Request approval of our standard Hydrovane air compressor, as described in Exhibit B. Proterra’s proposed compressor was sized to maximize performance and vehicle efficiency and can charge the air system from 40psi to governor cut-off in less than 4 minutes.	Denied - 3 minute air system charge is required. RFP responses will be evaluated based on the information submitted.

184	Pneumatic Systems	Air lines, except necessary flexible lines, shall conform to the installation and material requirements of SAE Standard J1149 for copper tubing with standard, brass, flared or ball sleeve fittings, or SAE Standard J844 for nylon tubing if not subject to temperatures over 300°F. Nylon tubing shall be installed in accordance with the following color-coding standards: Green. Indicates primary brakes and supply Red. Indicates secondary brakes Brown. Indicates parking brake Yellow. Indicates compressor governor signal Black. Indicates accessories	Proterra requests approval of the following color combination for air lines: • Green: Indicates primary brakes and supply • Red: Indicates secondary brakes • Brown: Indicates parking brake • Yellow: Indicates transmission and ride height controller feed (we don't have governor air lines) • Black: Indicates accessories & doors • Blue: Indicates curb side air bags • Orange: Indicates street side air bags	Proterra requests approval of the following color combination for air lines: • Green: Indicates primary brakes and supply • Red: Indicates secondary brakes • Brown: Indicates parking brake • Yellow: Indicates transmission and ride height controller feed (we don't have governor air lines) • Black: Indicates accessories & doors • Blue: Indicates curb side air bags • Orange: Indicates street side air bags	Accepted - if explanation of system operation without a governor is provided and plausible.
185	Air Dryer	An air dryer shall prevent accumulation of moisture and oil in the air system. The air dryer system shall include a replaceable desiccant bed, electrically heated drain, and activation device. A mechanic shall be able to replace the desiccant in less than fifteen (15) minutes.	Proterra request approva to use Bendix AD-IS Air Dryer.	Proterra request approva to use Bendix AD-IS Air Dryer.	Accepted.
186	Air Dryer	An oil separator shall be provided between the compressor and dryer.	Proterra requests approval for our standard design which dos not require a oil separator.	Proterra requests approval for our standard design which dos not require a oil separator.	Accepted.
187	Electrical	All electrical/electronic hardware shall be accessible and replaced by a mechanic in 30 minutes.	Proterra would like to clarify that to the extent possible the hardware shall be accessible and replaced by a mechanic in 30 minutes. However, drivetrain and power distribution equipment maybe require for access and replacement.	Proterra would like to clarify that to the extent possible the hardware shall be accessible and replaced by a mechanic in 30 minutes. However, drivetrain and power distribution equipment maybe require for access and replacement.	Clarification - bidder must supply list of major drivetrain and power distribution equipment components that are not replaceable in the 30 minutes specified.
188	Electrical	It shall be mounted on an insulating panel to facilitate replacement.	Proterra would like to clarify that the front electrical panel is mounted above the wheel well and there is not an insulating panel. Our bus body is an insulator by itself as a coposite material.	Proterra would like to clarify that the front electrical panel is mounted above the wheel well and there is not an insulating panel. Our bus body is an insulator by itself as a coposite material.	Accepted.

189	Electrical	A single master switch shall be provided near the Battery compartment for the disconnecting of all battery positives (12V & 24V) except for safety devices such as fire suppression system and other systems as specified.	Please clarify what systems are included in the statement "and other systems as specified".	Please clarify what systems are included in the statement "and other systems as specified".	Clarification - farebox, fire suppression and any other systems deemed necessary by the manufacturer.
190	Electrical	Battery cable connectors shall be crimped and soldered.	Proterra would like to request approval to our standard design where battery cables are not soldered, only crimped.	Proterra would like to request approval to our standard design where battery cables are not soldered, only crimped.	Accepted
191	Electrical	If an electronic component is required to interface with other components, it shall not require external pull-up and/or pull-down resistors.	Proterra would like to clarify that some our MUX I/O requires pull-up/pull down resistors.	Proterra would like to clarify that some our MUX I/O requires pull-up/pull down resistors.	Accepted, but define which components require pull-up/pull-down resistors
192	Batteries (coach)	Coach batteries, if so equipped, shall be securely mounted on a stainless steel or equivalent tray that can accommodate the size and weight of the batteries.	Proterra requests approval to our standard design which provides a A1011 steel tray that's E-coated and powder coated. This provides a stronger tray that exceeds 1000 hours of salt spray testing.	Proterra requests approval to our standard design which provides a A1011 steel tray that's E-coated and powder coated. This provides a stronger tray that exceeds 1000 hours of salt spray testing.	Accepted, but CT DOT prefers stainless steel. RFP responses will be evaluated based on the information submitted.
193	Electrical	The battery terminal ends and cables shall be color-coded with red for the primary positive, black for negative, and another color for any intermediate voltage cables.	Proterra requests approval for our standard design coloring scheme which uses red 24V and green 12V.	Proterra requests approval for our standard design coloring scheme which uses red 24V and green 12V.	Accepted - proposed color is acceptable IF cables are also labelled with voltage rating.
194	Operator's Work Area	The kneeling ramp control shall also be located close to the door control so that it too can be operated by the Operator's left hand.	Proterra request approval for the kneeling ramp control switch to be located on the driver's right dash switch plates.	Proterra request approval for the kneeling ramp control switch to be located on the driver's right dash switch plates.	Accepted

195	Operator Controls	Whole section	Proterra would like to clarify that the list of instruments and alarms provided in this section may or may not apply to the Proterra electric bus and would like to request a note to be included which says "to be used for reference purposes only". A customized dash layout and final list of switches will be discussed in detail at the preproduction meeting.	Proterra would like to clarify that the list of instruments and alarms provided in this section may or may not apply to the Proterra electric bus and would like to request a note to be included which says "to be used for reference purposes only". A customized dash layout and final list of switches will be discussed in detail at the preproduction meeting.	Accepted, but CT DOT prefers to keep controls consistent and standard in the fleet when possible, to be discussed at Pre-Production Mtg (PPM)
196	Operator Dashboard	Whole section	Proterra would like to clarify that the list of instruments and alarms an the locations provided in this section may or may not apply to the Proterra electric bus and would like to request a note to be included which says "to be used for reference purposes only". A customized dash layout and final list of switches will be discussed in detail at the preproduction meeting.	Proterra would like to clarify that the list of instruments and alarms an the locations provided in this section may or may not apply to the Proterra electric bus and would like to request a note to be included which says "to be used for reference purposes only". A customized dash layout and final list of switches will be discussed in detail at the preproduction meeting.	Accepted, but CT DOT prefers to keep controls consistent and standard in the fleet when possible, to be discussed at Pre-Production Mtg (PPM)
197	Operator Dashboard	This area shall include a screen connected to the rear door security camera which allows the operator to see the rear door area when the door is activated.	Proterra would like to clarify our current dash does not have the ability to display video on the dash screen; only via a separate display.	Proterra would like to clarify our current dash does not have the ability to display video on the dash screen; only via a separate display.	Accepted
198	Operator Foot Pedals	The brake pedal shall have a 0-degree lateral angle,and the accelerator shall have a 12-degree lateral angle to coincide with the position of the operator's leg as it moves outward to operate the accelerator pedal.	Proterra requests approval for the accelerator to have a 11 degree angle off the centerline of the steering wheel.	Proterra requests approval for the accelerator to have a 11 degree angle off the centerline of the steering wheel.	Accepted

199	Operator Foot Pedals	The angle of the accelerator pedal shall he determined from a horizontal plane regardless of the slope of the cab floor. The accelerator pedal shall be positioned at an angle of 27-35° at the point of initiation of contact, and extend downward to an angle of 10-18° at full throttle. The force to depress the accelerator pedal shall be measured at the midpoint of the accelerator. The accelerator force shall be no less than 7-foot pounds and no more than 9-foot pounds, The angle of the brake pedal shall be determined from a horizontal plane regardless of the slope of the cab floor. The brake pedal shall be positioned at an angle of 27-35° at the point of initiation of contact, and extend downward to an angle of 20-28° at full depression.	Proterra request approval for our angles: Accelerator Initiation 36° Full Throttle 15° Brake Initiation 35° Full Throttle 8°	Proterra request approval for our angles: Accelerator Initiation 36° Full Throttle 15° Brake Initiation 35° Full Throttle 8°	Accepted
200	Operator Foot Pedals	The force to depress the brake pedal shall be measured at the midpoint of the brake pedal. The brake pedal force shall be no less than 10-foot pounds and no more than 50-foot pounds.	Proterra request approval for the force to activate the brake pedal control not to exceed 75 pounds which helps with safety.	Proterra request approval for the force to activate the brake pedal control not to exceed 75 pounds which helps with safety.	Denied - CT DOT standard is 50 ft-pounds. RFP responses will be evaluated based on the information submitted.
201	Operator Foot Pedals	The floor mounted accelerator pedal shall be 10" - 12" long and 3" - 4" wide.	Proterra requests approval for our standard design where the pedal is 8” long x 3” wide.	Proterra requests approval for our standard design where the pedal is 8” long x 3” wide.	Accepted for smaller pedal. Denied if foot work area is smaller. RFP responses will be evaluated based on the information submitted.
202	Operator Foot Pedals	Turn signal controls shall be floor-mounted, foot-controlled, waterproof, heavy-duty, momentary contact switches. High Beam, Hazard, and PA Controls shall be floor mounted with the same requirements as the Turn Signal controls.	Proterra requests approval for the high beam to be a latching type switch, but the Push-To-Talk for PA System to be momentary.	Proterra requests approval for the high beam to be a latching type switch, but the Push-To-Talk for PA System to be momentary.	Accepted if NOT multiplex controlled, otherwise Denied.

203	Operator Foot Pedals	Turn signal controls shall be floor-mounted, foot-controlled, waterproof, heavy-duty, momentary contact switches. High Beam, Hazard, and PA Controls shall be floor mounted with the same requirements as the Turn Signal controls.	Proterra requests approval for the hazard flashers switch to be rocker type switch that is latching and is located on the side console switch plate rather than floor mounted.	Proterra requests approval for the hazard flashers switch to be rocker type switch that is latching and is located on the side console switch plate rather than floor mounted.	Accepted.
204	Driver Convenience	An enclosed Operator storage area shall be provided with a positive latching door and lock; minimum approximate size: 355 mm x 355 mm x 355 mm (14" x 14" x 14").	Request approval to provide the operator storage area above the curbside wheel-well box, which meets the volume requirement and has a positive latching door with lock.	Request approval to provide the operator storage area above the curbside wheel-well box, which meets the volume requirement and has a positive latching door with lock.	Accepted.
205	Windshield Wipers	The bus shall be equipped with a variable speed electric windshield wiper for each half of the windshield.	Proterra requests approval for our standard design which uses a single windshield.	Proterra requests approval for our standard design which uses a single windshield.	Clarification - 2 piece windshield is preferred, variable speed electric windshield wipers are required for either case. RFP responses will be evaluated based on the information submitted.
206	Mirrors	The bus shall be equipped with two (2) outside rearview mirrors of unit magnification (flat), each with not less than 50 sq. in. of reflective surface, 8" x 15" 2/1 split view or equal, corrosion-resistant, on each side of the bus.	Proterra requests approval for our standard mirror design which uses Hadley Mirrors – 9” X 13”, Power, Heated, and Remotely Adjustable with LED Turn Signals. Note: Both of our exterior mirrors are designed to break-away but do not spring back to original position (auto return). In addtion, Proterra bus side-view mirror controls consist of two (2) “joysticks” on the left console panel insteaf of only one (1).	Proterra requests approval for our standard mirror design which uses Hadley Mirrors – 9” X 13”, Power, Heated, and Remotely Adjustable with LED Turn Signals. Note: Both of our exterior mirrors are designed to break-away but do not spring back to original position (auto return). In addtion, Proterra bus side-view mirror controls consist of two (2) “joysticks” on the left console panel insteaf of only one (1).	Denied - CT DOT requires mirrors specified. RFP responses will be evaluated based on the information submitted.

207	Mirrors	The rearview mirrors shall be mounted so that its lower edge is no less than 80" above the street surface and equipped with a permanent high quality weather resistant orange reflective decal.	Request approval to provide our standard design with 9" x 13" exterior mirrors for curb side and street side. Additionally we request approval to provide curb side mirror mounted 80" and street side mirror mounted 56" above street surface.	Request approval to provide our standard design with 9" x 13" exterior mirrors for curb side and street side. Additionally we request approval to provide curb side mirror mounted 80" and street side mirror mounted 56" above street surface.	Denied - CT DOT requires mirror location specified. RFP responses will be evaluated based on the information submitted.
208	Windows	The windshield shall be a two-piece windshield design and easily replaceable by removing zip-locks from the windshield retaining moldings.	Request approval to provide our single-piece windshield which is made of ¼" thick laminated glass with 73% LT conforming to the requirements of ANSI Z26.1 Test Grouping 1A and the Recommended Practices defined in SAE J673.	Request approval to provide our single-piece windshield which is made of ¼" thick laminated glass with 73% LT conforming to the requirements of ANSI Z26.1 Test Grouping 1A and the Recommended Practices defined in SAE J673.	Accepted, but CT DOT prefers two windshields
209	Windows	The glazing material shall have single density tint. The upper portion of the windshield above the operator's field of view shall have a dark, shaded band with a minimum luminous transmittance of 6% when tested in accordance to ASTM D-1003.	Proterra requests approval for our windshield design which does not have a shaded band as our overhead panel is fairly low and a shaded band may interfere with mirror visibility.	Proterra RFA Proterra requests approval for our windshield design which does not have a shaded band as our overhead panel is fairly low and a shaded band may interfere with mirror visibility.	Accepted, but CT DOT prefers shading as defined.
210	Windows	The entire assembly shall be hinged and have a single release for Emergency Egress.	Proterra would like to clarify that our driver's window cannot be made Egress.	Proterra would like to clarify that our driver's window cannot be made Egress.	Accepted
211	Windows	Side windows glazing material shall have ¼" nominal thickness laminated safety glass. The material shall conform to applicable requirements of ANSI Z26.1 and the Recommended Practices defined in SAE J673.	Request approval to provide our standard side windows with 5mm thick tempered glass. Transom laminated windows are not availble option.	Request approval to provide our standard side windows with 5mm thick tempered glass. Transom laminated windows are not availble option.	Accepted, but CT DOT prefers laminated safety glass for passenger safety

212	Heating, Ventilating and Air Conditioning Equipment	The HYAC unit shall be a Thermo King or approved equal.	Request approval of Proterra's standard Eberspächer electric HVAC system as described in Exhibit B attached herewith. This proposed system is significantly lighter and also has been engineered to provide superior performance in the Catalyst electric transit buses.	Request approval of Proterra's standard Eberspächer electric HVAC system as described in Exhibit B attached herewith. This proposed system is significantly lighter and also has been engineered to provide superior performance in the Catalyst electric transit buses.	Accepted, but CT DOT prefers Thermo King, and vendor must provide Approved Equal approval and show that maintenance is available in the northeast USA

213	Heating, Ventilating and Air Conditioning Equipment	The fans shall not activate until the heating element has warmed sufficiently to assure at least 70°F air outlet temperature.	Request approval to our standard design where the fans come on right away to prevent the heating elements from getting to hot and causing damage or other safety issue. Our fans get to 70 degrees in less than 20 seconds.	Request approval to our standard design where the fans come on right away to prevent the heating elements from getting to hot and causing damage or other safety issue. Our fans get to 70 degrees in less than 20 seconds.	Accepted
214	Auxiliary Heater Option	If the bus will be equipped with an auxiliary heater, there shall be a control for the auxiliary heater in the rear access compartment.	Proterra requests approval for our standard design where the aux heater controls are integrated with the HVAC controls located on the overhead console.	Proterra requests approval for our standard design where the aux heater controls are integrated with the HVAC controls located on the overhead console.	Accepted, but CT DOT prefers a maintenance control of the heater in the rear access or heater access panel
215	Auxiliary Heater Option	The auxiliary heater dash indicator lights shall include a green light for when system is operating; yellow light when system is in maintenance mode; red light for system failure; and, no light when the system is deactivated.	Proterra requests approval for our standard desingn which does not provide lights on the dash to indicate Aux Heater status. The aux heater is integrated with the main HVAC system and therefore all its functionality is managed internally by the HVAC controller itself. The HVAC control shows whether heating is active or not.	Proterra requests approval for our standard desingn which does not provide lights on the dash to indicate Aux Heater status. The aux heater is integrated with the main HVAC system and therefore all its functionality is managed internally by the HVAC controller itself. The HVAC control shows whether heating is active or not.	Denied - CT DOT requires notification light as specified

216	Auxiliary Heater Option	It shall be at least a 3/8" size and shall be located at the lowest point of the tank.	Proterra requests approval for our standard design where the base tank provides a 1/8” brass drain blug.	Proterra requests approval for our standard design where the base tank provides a 1/8” brass drain blug.	Denied - CT DOT rejects a 1/8" plug and requires a 3/8" opening
217	Auxiliary Heater Option	The fuel tank shall be made of corrosion resistant stainless steel or other durable and inert material and shall be securely mounted to the bus to prevent movement during bus maneuvers, but shall be capable of being removed and reinstalled by a mechanic for cleaning or replacement in 1½ hours or less.	Proterra requests approval to our standard aluminum aux heater tank.	Proterra requests approval to our standard aluminum aux heater tank.	Accepted
218	Auxiliary Heater Option	The fuel filler shall be located 7' to 25' behind the centerline of the front door on the curbside of the bus.	<<< No Question Here >>>	Proterra requests approval for our standard fuel filler location for the 40 ft bus which is located on the street sid of the bus rather than the curb side.	Denied - CT DOT rejects a driver-side fuel filler location for consistency and safety reasons. All existing buses are filled from curbside, not streetside.
219	Auxiliary Heater Option	Automatic and manual fuel shutoffs shall be provided.	Proterra requests approval for our standard design which provides only manual fuel shutoffs.	Proterra requests approval for our standard design which provides only manual fuel shutoffs.	Denied - CT DOT rejects a manual fuel shutoff without an automatic fuel shutoff for safety reasons

220	Auxiliary Heater Option	Fuel lines shall be rated and sized to prevent freezing and plugging due to condensation and/or fuel gelling in extreme winter. The fuel lines shall be in conformance with SAE Standard J1149 Type I for copper tubing, corrosion-resistant stainless steel tubing or SAE Standard J844 for nylon tubing color coded orange.	Proterra request approval for our standard design which privides hoses that are SAE J30 compliant. J1149 and J844 are for air brake lines tubes and hoses.	Proterra request approval for our standard design which privides hoses that are SAE J30 compliant. J1149 and J844 are for air brake lines tubes and hoses.	Accepted
221	Heating, Ventilating and Air Conditioning Equipment	A manually operated control valve shall control the coolant flow through the heater core.	Proterra requests approval for our standard design which does not require a manually operated control valve because the heater is electrical and does not use heated water.	Proterra requests approval for our standard design which does not require a manually operated control valve because the heater is electrical and does not use heated water.	Accepted

222	Heating, Ventilating and Air Conditioning Equipment	The defroster supply outlets shall be located at the lower edge of the windshield. These outlets shall be unbreakable and shall be free of sharp edges that can catch clothes during normal daily cleaning.	Proterra request approval for the for the outletsto be durable per APTA guidelines rather than unbreakable.	Proterra request approval for the for the outletsto be durable per APTA guidelines rather than unbreakable.	Accepted
223	Basic Bus	Body materials shall be selected and the body fabricated to reduce maintenance, extend durability, and provide consistency of appearance throughout the service life of the bus. Detailing shall be kept simple; add-on devices and trim, where necessary, shall be minimized and integrated into the basic design. The body material surfaces shall be protected against graffiti and vandalism.	Proterra would like to clarify that our bus interior surfaces are not covered with anti-graffiti/vandalism treatment. However, all interior surfaces are resistant to common graffiti removal products and are easily cleaned with them.	Proterra would like to clarify that our bus interior surfaces are not covered with anti-graffiti/vandalism treatment. However, all interior surfaces are resistant to common graffiti removal products and are easily cleaned with them.	Accepted
224	Rain Gutters	Rain gutters shall be provided to prevent water flowing from the roof onto the passenger doors, operator's side window and exterior mirrors. When the bus is decelerating, the gutters shall not drain onto the windshield, or operator's side window, or into the door boarding area. Cross sections of the gutters shall be adequate for proper operation. A rain gutter shall also be provided above passenger side windows.	Request approval for the standard design of our vehicle which employs a uniquely designed roof profile instead of rain gutters to channel the water away.	Request approval for the standard design of our vehicle which employs a uniquely designed roof profile instead of rain gutters to channel the water away.	Denied - CT DOT requires rain gutters or equivalent drip prevention over passenger doors

225	Basic Body	Lower exterior panels within 28" above ground level shall be equipped with removable resilient, impact resistant panels for protection against minor impacts and scratches. The panels shall withstand impacts of 200 foot-pounds of energy from a steel-faced spherical missile no less than 9" in diameter without any visible damage to it or underlying panel and structure. The panels shall be no greater than 8' in length and shall be easily replaced by a mechanic in less than ten (10) minutes. The panels shall be color impregnated to complement color and paint scheme.	Request approval for our standard design which does not incorporate exterior panels. The Composite body outer skin is integral to the body structure. When damage occurs to the exterior of the vehicle, the repair is contained to just the damaged area. The side body from floor to window is repairable with common composite repair techniques. The body is also covered with a gel coat that resists chips and cracks.	Request approval for our standard design which does not incorporate exterior panels. The Composite body outer skin is integral to the body structure. When damage occurs to the exterior of the vehicle, the repair is contained to just the damaged area. The side body from floor to window is repairable with common composite repair techniques. The body is also covered with a gel coat that resists chips and cracks.	Accepted, but CT DOT requires proof of claim that accident damage is contained to localized area, and submit documented repair process for verification
226	Mud Flaps	Splash aprons, composed of¼" minimum composition or rubberized fabric, shall be installed behind and/or in front of wheels as needed to reduce road splash and protect under-floor components. The splash aprons shall extend downward to within 4" of the road surface at static conditions. Apron widths shall be no less than tire widths, except for the front apron that shall extend across the width of the bus. Splash aprons shall be bolted to the bus understructure. Splash aprons and their attachments shall be inherently weaker than the structure to which they are attached. The flexible portions of the splash aprons shall not be included in the road clearance measurements. Other splash aprons shall be installed where necessary to protect bus equipment.	Proterra requests approval for our standard design where the front mudflaps sit at 4.5” off the surface of the road and the rear mud flaps are at 5” off the surface of the road. In addition, the front mud flaps are wider than the tire, but do not extend across the full width of the bus. We provide one (1) mud flap for each front tire.	Proterra requests approval for our standard design where the front mudflaps sit at 4.5” off the surface of the road and the rear mud flaps are at 5” off the surface of the road. In addition, the front mud flaps are wider than the tire, but do not extend across the full width of the bus. We provide one (1) mud flap for each front tire.	Accepted, but CT DOT accepts height change but prefers rear apron extends the entire bus width
227	Access Doors	Doors with top hinges shall have safety props stored behind the door or on the door frame.	Request approval of our standard design, which incorporates gas shocks which hold the doors open without the need for safety props.	Request approval of our standard design, which incorporates gas shocks which hold the doors open without the need for safety props.	Accepted with conditions - CT DOT accepts no safety props for small access doors but props are required for larger maintenance doors.
228	Access Doors	Access doors larger in area than I00 sq. in. shall be equipped with latches. The latches shall be standardized and shall be openable without the use of a key or tool.	Request approval for our standard design where some of the exterior access panels require a 5/16" square key to open.	Request approval for our standard design where some of the exterior access panels require a 5/16" square key to open.	Accepted

229	Bumpers	Bumpers shall provide impact protection for the front and rear of the bus with the top of the bumper being 28½" above the ground. Bumper height shall be such that when one bus is parked behind another, a portion of the bumper faces will contact each other.	Proterra requests approval to our standard front bumper design where the bumper sits at 26.75" above the ground and rear bumper at 28.8'' at a standard ride height.	Proterra requests approval to our standard front bumper design where the bumper sits at 26.75" above the ground and rear bumper at 28.8'' at a standard ride height.	Accepted
230	Exterior Lighting	All exterior lights shall be designed to prevent entry and accumulation of moisture or dust, and each lamp shall be replaceable in less than five (5) minutes by a mechanic.	Proterra would like to clarify that some lamps could require more than five (5) minutes by a mechanic to be replaced.	Proterra would like to clarify that some lamps could require more than five (5) minutes by a mechanic to be replaced.	Accepted, but CT DOT requires a list of lights that require over 5 minutes to replace and approximate replacement times for same
231	Interior Finished Surface	Interior side trim panels shall be Arborite Vogue P-925-S or equal material.	Request approval to use Proterra's standard Kydex paneling throughout the bus, except the wall panels and ceiling panels where Lustran ABS is used. Also, we request approval to provide material that meets the FMVSS 302 standards instead of FTA Docket 90.	Request approval to use Proterra's standard Kydex paneling throughout the bus, except the wall panels and ceiling panels where Lustran ABS is used. Also, we request approval to provide material that meets the FMVSS 302 standards instead of FTA Docket 90.	Accepted, but CT DOT requires materials to submitted as Approved Equals, knowing that all materials must meet FTA Docket 90 standards
232	Bus Interior	Ceiling panels shall be white melamine-type material suitable for exterior skin painted and finished to exterior quality.	Request approval to use Proterra's standard Kydex paneling throughout the bus, except the wall panels and ceiling panels where Lustran ABS is used. Also, we request approval to provide material that meets the FMVSS 302 standards instead of FTA Docket 90.	Request approval to use Proterra's standard Kydex paneling throughout the bus, except the wall panels and ceiling panels where Lustran ABS is used. Also, we request approval to provide material that meets the FMVSS 302 standards instead of FTA Docket 90.	Accepted, but CT DOT requires materials to submitted as Approved Equals, knowing that all materials must meet FTA Docket 90 standards

233	Interior Lighting	The passenger interior lighting system shall be DINEX LED lighting system or approved equal. The light source shall be located to minimize windshield glare with distribution of the light focused primarily on the passengers' reading plane while casting sufficient light onto the advertising display. High power solid-state LED strips shall be in increments of 1' sections with expectation to maintain on average 60-70% of original brightness after 60,000 hours of operation. The brightness of each individual light fixture shall be software programmable to minimize glare. Photo sensor detects and adjusts light level automatically relative to ambient light for passenger comfort. Lens material shall be clear polycarbonate. Lens shall be designed to effectively "mask" all individual LED's to make them invisible and there shall be no "hot spot" or "dark spot". Lens shall be sealed to inhibit incursion of dust and insects yet be easily removable for service. If threaded fasteners are used they must be held captive in the lens. Access panels shall be provided to allow servicing of components located behind light panels.	Provide requests approval for our standard interior LED lighting strips manufactured by Hadley. The LED strips are in three sections along the curb side and street side. The lengths of the sections are: 12', 12' and 6.5'. The lighting is not programmable, rather there is a dim or bright setting which can be controlled by the driver. Lens material is translucent polycarbonate. Please see Exhibit C.	Provide requests approval for our standard interior LED lighting strips manufactured by Hadley. The LED strips are in three sections along the curb side and street side. The lengths of the sections are: 12', 12' and 6.5'. The lighting is not programmable, rather there is a dim or bright setting which can be controlled by the driver. Lens material is translucent polycarbonate. Please see Exhibit C.	Accepted
234	Interior Lighting	Individual driver module shall be provided for each light fixture. Driver module shall have built-in self¬ protection of thermal shut-down and restart, PWM (Pulse Width Modulation) output to regulate light level, and shall be reverse polarity protected and rebuildable. When the master switch is in the RUN or NITE/RUN mode, the first light module on each side of the coach shall slowly fade to darkness when the front door is in the closed position and light output shall gradually illuminate to reach maximum light level when the door is opened. Solid state LED lighting shall have unlimited on-off cycles. Failure of any light fixture or driver module shall be broadcasted via telltale light panel or dashboard display. The system will look for supply current and lighting fixture temperature to be approximately the same for all of the driver modules, and will show which module(s) seem to have a problem.	Request approval of our system where the lighting is not programmable, rather there is a dim or bright setting which can be controlled by the driver. Furthermore, the lights in our system are connected to a multiplexing unit which controls the intensity and power for the lights.	Request approval of our system where the lighting is not programmable, rather there is a dim or bright setting which can be controlled by the driver. Furthermore, the lights in our system are connected to a multiplexing unit which controls the intensity and power for the lights.	Accepted

235	Interior Lighting	Floor surface in the aisles shall be a minimum of 10' candles, vestibule area a minimum of 4' candles with the front doors open and minimum of 2' candles with the front doors closed. The front entrance area and curb lights shall illuminate when the front door is open and master run switch is in the "Lights" positions. Rear exit area and curb lights shall illuminate when rear door is unlocked.	Request approval for Proterra's interior lighting levels as reported in the Interior Lighting Report provided herewith as Exhibit D	Request approval for Proterra's interior lighting levels as reported in the Interior Lighting Report provided herewith as Exhibit D	Accepted
236	Interior Access	Access doors shall be hinged, with gas-powered springs, to hold the doors out of the technician's way, unless otherwise noted. Retention of all interior access panels, except on the door actuator, destination sign door, and driver's compartments, shall be with cross-recessed head screws, or tamper proof screws. Panel fasteners shall be standardized so that one tool is required to service all special fasteners within the bus. Access doors for the door actuator compartments shall be secured with hand screws or latches and shall prevent entry of mechanism lubricant into the bus interior. All fasteners that retain access panels shall be captive in the cover.	Request approval of our standard design, which incorporates gas shocks which hold the doors open without the need for safety props. In addition, some of the exterior access panels require a 5/16" square key to open.	Request approval of our standard design, which incorporates gas shocks which hold the doors open without the need for safety props. In addition, some of the exterior access panels require a 5/16" square key to open.	Accepted
237	Seats	Passenger seating capacity with this arrangement shall be no less than thirty-eight (38) for a 40' bus and thirty-three (33) for a 35' bus not including the operator with an emphasis on flexibility in design to maximize seating capacity, with the specified seating arrangement.	Proterra requests approval to our seat layout per Exhibit D. The max seat capacity for our 35" bus is 29 seats.		Accepted, but CT DOT prefers no less than 33 seats in 35' bus and 38 seats in 40' bus. RFP responses will be evaluated based on the information submitted.

238	Doors	Two (2) doorways shall be provided for low-floor buses in the curbside of the bus for passenger ingress and egress. The front doorway shall be forward of the front wheels and located so that the operator will be able to collect or monitor the collection of fares. Passenger doors and doorways shall comply with ADA requirements. The door style for the low floor buses shall be slide glide. The rear doorway centerline shall be rearward of the point midway between the front door centerline and the rearmost seat back. Structure of the doors, their attachments, inside and outside trim panels, and any mechanism exposed to the elements shall be corrosion-resistant. Door panel construction shall be of corrosion-resistant metal or reinforced non-metallic composite materials. The doors, when fully opened, shall provide a firm support and shall not be damaged if used as an assist by passengers during ingress or egress. The front leaves of the passenger doors shall overlap the rear leaves. At the CTDOT's option, a two-thirds front leaf/one- third rear leaf door may be provided at the front door position. The doors shall be Vapor Bus International Ameriview or equal. The doors shall be tamper	Request approval to provide our standard design which incorporates doors provided by Ventura Systems with either of the following options: Electric - Front In-Swinging Door, Rear - Plug Slide door Furthermore, a two-thirds front leaf/one- third rear leaf door is not an option we can offer.	Request approval to provide our standard design which incorporates doors provided by Ventura Systems with either of the following options: Electric - Front In-Swinging Door, Rear - Plug Slide door Furthermore, a two-thirds front leaf/one- third rear leaf door is not an option we can offer.	Accepted, but CT DOT prefers Customer Spec language as stated. RFP responses will be evaluated based on the information submitted.
239	Doors	The front door clear width shall be no less than 31.75" with the doors fully opened. The rear door clear width shall be no less than 24" with the doors fully opened. When open, the doors shall leave an opening no less than 76" in height.	Request approval for door height of 75" ± 0.5" at front and rear doors.	Request approval for door height of 75" ± 0.5" at front and rear doors.	Accepted
240	Public Address System	For this procurement Radio Engineering Industries (REI) waterproof public address system speakers will be provided as an approved equal.	Requests approval to use our standard Radio Engineering Industries (REI) waterproof public address system speakers.	Requests approval to use our standard Radio Engineering Industries (REI) waterproof public address system speakers.	Accepted

241	Equipment Cabinet	A lockable electronic equipment cabinet located over the front roadside wheel well shall be provided to accommodate the radio, ITS components, video security DVR system, multiplex components, power converters or inverters and any other sensitive electronic equipment deemed necessary at any time by the CTDOT. The cabinet shall provide sufficient structural support to house all electronic equipment. It is expected to be of heavy-duty construction, built to last for the service life of the bus. The cabinet shall have a minimum of four (4) adjustable heavy-duty fully extractable slide-out trays that have user activated positive locking latches for release of the roll out shelf. The slides shall be supported by members that are welded to the structure or frame of the cabinet. A stainless steel or powder coated aluminum radio mounting plate with vibration insulators shall be installed on one of the slide-out trays designated for the radio equipment. The cabinet shall match the interior finish of the bus, and shall be approved by the CTDOT. The equipment enclosure shall be mounted so that it does not obstruct customer traffic flow, interfere with the transit bus operator, or create a safety	Request approval for Proterra's Electronics compartment which is located on the street-side wheel housing and does not require slide out trays. The proposed compartment is composite construction and does not block the side-window. In addition, the cabinet has only one latch and does not have active cooling for the ITS plate, the design provides enough ventilation to the cabinet and therefore active cooling is not required. Please see Exhibit E for illustrations of our proposed compartment.	Request approval for Proterra's Electronics compartment which is located on the street-side wheel housing and does not require slide out trays. The proposed compartment is composite construction and does not block the side-window. In addition, the cabinet has only one latch and does not have active cooling for the ITS plate, the design provides enough ventilation to the cabinet and therefore active cooling is not required. Please see Exhibit E for illustrations of our proposed compartment.	Denied - CT DOT prefers Customer Spec Language as stated. RFP responses will be evaluated based on the information submitted.
242	Equipment Cabinet	The design of enclosure shall allow for the quick and easy installation and removal of electronic equipment from within the enclosure, and all connectors shall terminate at a breaker protected bns bar. The cabinet shall be provided with two (2) latches which automatically secure the door when closed.	Request approval for Proterra's Electronics compartment which is located on the street-side wheel housing and does not require slide out trays. The proposed compartment is composite construction and does not block the side-window. In addition, the cabinet has only one latch and does not have active cooling for the ITS plate, the design provides enough ventilation to the cabinet and therefore active cooling is not required. Please see Exhibit E for illustrations of our proposed compartment.	Request approval for Proterra's Electronics compartment which is located on the street-side wheel housing and does not require slide out trays. The proposed compartment is composite construction and does not block the side-window. In addition, the cabinet has only one latch and does not have active cooling for the ITS plate, the design provides enough ventilation to the cabinet and therefore active cooling is not required. Please see Exhibit E for illustrations of our proposed compartment.	Denied - CT DOT prefers Customer Spec Language as stated. RFP responses will be evaluated based on the information submitted.

243	Equipment Cabinet	The cabinet shall incorporate active cooling to protect the electronic equipment from overheating. If the cooling/ ventilation system requires any periodic maintenance this procedure shall be documented.	Request approval for Proterra's Electronics compartment which is located on the street-side wheel housing and does not require slide out trays. The proposed compartment is composite construction and does not block the side-window. In addition, the cabinet has only one latch and does not have active cooling for the ITS plate, the design provides enough ventilation to the cabinet and therefore active cooling is not required. Please see Exhibit E for illustrations of our proposed compartment.	Request approval for Proterra's Electronics compartment which is located on the street-side wheel housing and does not require slide out trays. The proposed compartment is composite construction and does not block the side-window. In addition, the cabinet has only one latch and does not have active cooling for the ITS plate, the design provides enough ventilation to the cabinet and therefore active cooling is not required. Please see Exhibit E for illustrations of our proposed compartment.	Denied - CT DOT prefers Customer Spec Language as stated. RFP responses will be evaluated based on the information submitted.
244	General	Proterra is a privately held company and does not release its financial information in conjunction with public bid proposals. To provide the financial information requested, Proterra will require the execution of a non-disclosure agreement specifically tailored to protect the confidential nature of Proterra's financials. Once the non-disclosure agreement is in place, team members from Proterra's finance organization would request a face-to-face meeting where they will present and discuss Proterra's financial statements. Please see Exhibit A for additional information and a copy of the referenced non-disclosure agreement.	[redacted]	[redacted]	Denied - CT DOT will not sign NDA and the RFP evaluation will be based on the information provided

245	General	The RFP specifies that "buses in this procurement shall have passed all required Altoona testing before time of contract." Given the long timeline typically required for FTA Bus Testing, and the State's requirement for the most up to date battery electric transit bus available, Proterra kindly requests that requirement be changed to the date of first vehicle acceptance, consistent with FTA's regulation at 49 CFR Part 665.	[redacted]	Denied - CT DOT will not sign NDA and the RFP evaluation will be based on the information provided
246	General	Is there a agency (or scoring) preference for overhead on-route charging versus overnight depot charging, if we are able to provide both solutions?		Denied - CT DOT will not accept alternate competing proposals from the same company.
247	General	The range mandate specifies 240 miles in one section of the RFP and 250 miles in another section. Which one is required?		CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.
248	General	The RFP specifies that "The Contractor shall also provide eighty (80) hours of maintenance training to CTDOT within 180 calendar days of delivery of the first bus at a time and location specified by CTDOT", but then later specifies that "A minimum of 100 training hours shall be included with this procurement to be used at the CTDOT's discretion" – which one of these is correct?		CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.

249	General	Regarding the section “1.3 QUALITY ASSURANCE PROVISIONS The Contractor, the Contractor's manufacturing plant and organization shall be certified to the appropriate QS-9000/ISO 9000 series of standards”, please remove this mandatory requirement in order to ensure full and open competition for this RFP. As the first and largest manufacturer of battery electric buses in the United States, Proterra has successfully delivered more battery electric buses into revenue service than any other bus manufacturer. While many organizations in transportation use ISO 9000 series (ISO-9001) as a standard, it is not the only method to demonstrate organizational quality commitment. Like other transit vehicle manufacturers, Proterra is not yet ISO-9001 certified. We are presently working to obtain our ISO-9001 certification, but do not expect to receive the certification until calendar year 2020. Including the ISO-9001 certification as a mandatory requirement at the time of proposal submission will restrict competition by removing several vehicle manufacturers from the ability to propose for this RFP, including many that have successfully delivered transit vehicles that have operated for millions of miles.	[redacted]	CT DOT states the specification as written is correct. RFP responses will be evaluated based on the information submitted.