

ADDENDUM #2
RFP 21-07-407
Bus Rapid Transit (BRT) Battery Electrical (60') Buses

November 5, 2021

TO: All Interested Parties

RE: Addendum #2

All vendors are to accept the information contained herein as the official response of IPTC.

TO ALL BIDDERS OF RECORD AND TO WHOM IT MAY CONCERN:

This Addendum is being issued prior to the due date for receiving proposals.

This Addendum forms a part of the Contract Documents and modifies the original Request of Information as noted below and shall be incorporated into the IFB Documents. All other provisions of the RFP released October 4, 2021 with the exception of changes below, shall remain unchanged.

This Addendum is issued in accordance with the provisions of Procurement Instructions of the Request for Information document. All Proposals shall be based upon work as modified by this Addendum.

This addendum addresses, correction to response in Addendum 1 /Question #8, also written questions received before the due date and time, concerning RFP1-07-407 Bus Rapid Transit (BRT) Battery Electrical (60') Buses.

Addendum 2 Narrative / Questions A1-Q8 / 1 Question (Page 2)
BYD RFA's (Page 3)
New Flyer RFA's (Pages 4-5)

Acknowledged receipt of this Addendum on the Acknowledgement of Addenda Form is required. Failure to do so may result in disqualification of the Bidder.

Addendum 1 / Question #8,

Section TS21.3 “Internal Bike Rack” states: “Two additional bike racks (one on each side) shall be installed on the turn table /center joint inside the vehicle.”

1. Shall the two additional racks be vertical hanging bicycle racks?
2. If yes, does IPTC have a desired connection point in which the racks should be attached within the turn table / center joint area?
3. If no, please confirm desired rack type (i.e. floor mount).
4. Is a passenger ingress/egress path through the center joint area to be maintained when two bicycles are located in this area?

Indy Revised Response: Indygo is requesting to have two vertical floor mounted double bike racks (one on each side) or on the center turn table. The design shall hold the rear wheels from blocking the passengers egress path or touching articulation’s bellows at the turn table, while the bus is turning.)

1) American Seating Company request for Approved Equal status for the “INSIGHT” Transit Seating system from the family American Seating Company which includes: the traditional INSIGHT Classis, INSIGHT Prime, and INSIGHT Prime +
Sec. TS 20.3 Page 30, Appendix A: Technical Specifications



IndyGo Request for
Approved Equal - RF

**IndyGo Response:
Approved**

AE #	Page #	Section #	Section Title	Spec Language	Approved Equal	IPTC Response
12	18	9.10	Fire Protection	Preferably the Battery/HV fire suppression system shall be Amerex fire suppression system along with training and troubleshooting software.	New Flyer would like to clarify that during a battery thermal event a fire suppression system will extinguish the fire until the suppressant runs out, but it will not prevent a thermal runaway of a battery. The only way to permanently extinguish a battery fire is with a large volume of the appropriate fire suppressant that would be sprayed onto the bus by firefighters for as long as required to dissipate the energy from the batteries. New Flyer is unaware of any fire suppressant system on the market with the volume of suppressant that would permanently extinguish the thermal runaway of a battery. New Flyer's current electric bus design and major component layout is based on standardized, modular battery enclosures that are inherent to the design of the bus. The battery enclosures have undergone rigorous environmental and robustness testing and are rated to IP67. The ESS enclosures are designed to optimize packaging of the ESS modules and battery management components, they have not been designed and tested to accommodate the sensors and nozzles in the ESS enclosures. Given all the details above we request approval to utilize the existing onboard temperature sensors and provide a fire suppression nozzle outside of the ESS enclosures in the rear propulsion compartment only, and utilize a temperature monitoring solution that prevents fires for the roof top and propulsion compartment batteries.	Denied- Indigo is aware that the fire suppression system wouldn't prevent the thermal runaway of Lithium Battery fire, but it is required to have fire suppression system that would slow the rapid expansion of the fire to allow the first responders to arrive. Indigo will be open to any proposal that includes the fire suppression system into each ESS compartment.
26	21	14.1	Interior	Access doors shall be hinged with gas-powered springs to hold the doors out of the mechanic's way.	New Flyer requests approval to provide a bus that has smaller access doors that are not hinged or have gas props. These doors such as the wheel chair access door, artic joint closeouts and HVAC ceiling closeouts are retained with lanyards. This is inherent to the bus design.	Denied- Doors must be hinged and have a gas mechanism to keep them open
38	24	15.7	Lockout & Door Warning System	The door system shall include a GPS-based lockout that prevents the opening of doors on the side of the bus not adjacent to a station. This is intended to prevent a door opening into active traffic. The vehicle operator should not be able to override this lockout without taking additional steps. It shall also prevent the opening of doors while the vehicle is in motion. In addition, once the vehicle operator activates the switch to close the doors, there shall be an audible voice warning to passengers and a two second delay prior to the closure of the doors. This warning shall say "Doors Closing".	New Flyer's proposal is based on providing a door system with a lockout feature that is not GPS-based. Please note this is not an available feature we provide. However, we are willing to discuss things further at the pre-production meeting to come up with solution that suits Indy Go's needs.	IndyGo Requires Geo Location Door Safety to prevent the opening of doors into active traffic.
41	25	16.2	Service Area Lighting	A switch located near the rear start controls in the engine compartment shall control the lights.	New Flyer requests approval to activated the propulsion compartment service lights via a switch located in the rear ESS service compartment (on the streetside). Please note that the electric bus does not have "rear start controls" in the propulsion compartment in electric buses. Instead, we provide a rear panel located inside the bus for gauge checks, propulsion battery checks and primary diagnostics.	Our Current Electric Fleet do have rear start Control-The rear compartment Light Control switch local is Approved
100	39	25.5	Battery System Sizing and Description	Vehicle shall have a battery system capable of a range of 250 or more miles in fully burdened conditions	New Flyer would like to clarify, even with no load and no HVAC the best we can do using Altoona test conditions is 179 miles with 615kWh. New Flyer requests approval to provide a Valeo Thermo plus 350 (35 kW) diesel & Thermo DC 200 (20 kw) @ 690V electric heater, with 55 kW total heat output to improve the range. New Flyer shall provide a more detailed range review, based on spec information, but NF would like emphasize that 250 miles can not be met under the conditions listed in the spec.	Indygo requires a minimum range of 250 miles at a single full charge. However, an option of on-route charging to reach the requirement is available-See section 25.5 of the RFP.
102	41	26.2	Depot Charging Stations	Offeror's charging equipment (A/C charging system required) shall be installed at the Agency bus depot	New Flyer requests approval to provide DC charging based on J1772 using a CCS1 plug, it is assumed the A/C charging note is related to the connection to the bus. This is inherent to the bus design.	Considering IndyGo's facility is pre-wired to run on A/C charging, the use of DC charging will require additional cost that would be on vendor responsibility for the power conversion for A/C to DC.
114	47	33.4	Air System	Copper lines shall be incased in loom to prevent the lines from touching one another or any component of the bus.	New Flyer requests approval to provide copper lines that are not loomed as no other lines are routed or installed in the area. The lines are supported by STAUFF clamps. This is inherent to the bus design	IPTC will prefer loomed or protected or covered for copper lines located under the bus.
147	23	Proposal Cost Offer Form	Standard Warranty Included with Vehicle	Warranty Table Propulsion System/Drive Axle	New Flyer requests approval for the IPTC to revise the Proposal Cost Offer Form so that the Drive Axle be a separate line item due to this component does not have the same warranty period as the propulsion system.	An Electric Bus with drive motor(s) mounted on the drive axle, the warranty shall be considered as the same component-However, if the drive motor is installed separately, they would be two different items and so their warranty considerations. IndyGo will however score higher the manufacturer with better warranty provision.

148	10/14	1.10 Liquidated Damages / TS 7.11 Repair by Contractor	1.10.2 Inoperable Coach / 1.10.3 Warranty Repairs / TS 7.16 Repair by Contractor	Coaches removed from service due to a warranty failure for periods exceeding fifteen (15) calendar days shall result in assessment of liquidated damages calculated at the rate of \$100 per day for each day the bus is out of service. The Contractor, at IPTC's option and in lieu of the application of liquidated damages, may provide a replacement bus to be used by IPTC while the primary bus is out of service. Any warranty work performed under this Contract shall be completed within fifteen (15) calendar days after the Contractor has begun repairs on the coach that has been removed from revenue service due to a warranty defect. Coaches removed from service due to warranty failure for periods exceeding seven (7) calendar days shall result in assessment of liquidated damages calculated at the rate of \$100 per day for each day the bus is out of service. The Contractor, at IPTC's option and in lieu of the application of liquidated damages, may provide a replacement bus to be used by IPTC while the primary bus is out of service. Any warranty work performed under this Contract shall be completed within seven (7) calendar days after the Contractor has begun repairs on the coach that has been removed from revenue service due to a warranty defect. If repairs are not completed within the specified time periods, IPTC may assess liquidated damages.	New Flyer will work with the IPTC perform warranty repairs in an efficient and timely manner and will make every attempt to get the bus repaired and back into service to meet the specified timeframes, however, due to the possible degree warranty repair complexity (part lead times, delays in acquiring OEM technicians), New Flyer requests approval that we cannot pay liquidated damages. New Flyer asks for the liquidated damages to be removed from the specification due to being a non-recoverable expense. In addition, New Flyer cannot provide a replacement bus due to this not being available.	IPTC is open for a proposal of Vehicle OEM performance standard
151	12	TS 7 - Warra	TS 7.2 Coaches Removed from Service Due to Warranty Failure	Coaches which have been removed from service due to a warranty failure for periods exceeding seven (7) days shall have the warranty time extended for the time the coach was not in service.	New Flyer will work with the IPTC perform warranty repairs in an efficient and timely manner and will make every attempt to get the bus repaired and back into service to meet the seven (7) day timeframe, however, due to the possible degree warranty repair complexity (part lead times, delays in acquiring OEM technicians), New Flyer requests approval that we cannot extend the warranty on components due to suppliers will not extend warranties to New Flyer.	IndyGo is open to a proposal of vendor performance standard for its suppliers and or OEM.
152	13	TS 7 - Warra	TS 7.7 Fleet Defects	A fleet defect is defined as the failure of or a deficiency in identical systems or components of the coach caused by defective design, material, or workmanship in twenty percent (20%) of the base quantity of coaches delivered under this Contract. In the event of a fleet defect during the warranty period, the Contractor will furnish promptly all necessary labor and material to affect such repairs and modifications for every vehicle delivered under the Contract pursuant to the terms and conditions of this warranty and at Contractor's sole cost and expense.	New Flyer is committed to ensuring that you get the most value from your vehicles and is requesting your approval to provide fleet defect coverage for the limited base bus warranty period as specified in section TS 7 Warranties and the following: Does not apply major components (Propulsion System after 2 years/HV Batteries after 6 years/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.	This section refers to a major component failure over 20% of the current procured fleet during the full warranty time period provided on the RFP.
154	13	TS 7 - Warra	TS 7.10 Repair Performance	IPTC will require the Contractor or its designated representative to perform warranty-covered repairs on-site for up to one year or more. Some warranty work may be done by IPTC's personnel with reimbursement by the Contractor at a rate of \$75.00 per hour. IPTC shall determine who performs repairs at its sole option.	It is New Flyer's priority to ensure that all warranty-covered repairs are completed by the appropriate party for you to receive the highest quality, least expensive and most efficient outcome possible. With this goal in mind, New Flyer proposes the following solutions: 1.Minor/Major Warranty-covered repairs should be carried out by IPTC and reimbursed by New Flyer through our on-line warranty system. New Flyer is available to assist in completing these warranty-covered repairs if needed or if the repair is beyond the scope of capability of IPTC. New Flyer will have a contractor or its designated representative perform warranty-covered repairs on-site for the warranty period specified in section TS 7 Warranties. Whenever feasible and mutually beneficial, New Flyer asks IPTC is they can provide a work space for our contractor or designated representative accomplish the repair onsite. This allows us to work with IPTC to return the bus to revenue service as quickly as possible. If shop space is unavailable, New Flyer will utilize one of its three subcontractors (Top Tempo, Tri-State, Coach Retrofit) with their own service facilities in IPTC area to perform the repairs and get the buses back into revenue service as soon as possible. 2. Major Component Warranty repairs should be carried out by the equipment suppliers (HVAC and destination sign suppliers) in order to adhere to their mandate that all warranty repairs be performed by an authorized dealer unless IPTC is an authorized warranty center. If the IPTC elects to perform these repairs, without the written permission of the original equipment manufacturer, the remaining warranty coverage may be voided.	The warranty repair by IPTC techs is just optional for the quick turn around of defective buses but it would be done only through approval of the bus OEM.
161	16	Technical Specification	TS 9 Body and Chassis Structure	The structural integrity of any bus furnished under this Contract shall be warranted for a full one hundred percent (100%) on both parts and labor to be free from material, design and workmanship for a period of up to twelve (12) years, after the vehicle is placed into revenue operation with no proration. A defect in the structural integrity of the basic body is defined as defects in the chassis, body and/or frame, suspension and axles, which results in any premature fatigue.	New Flyer is committed to ensuring that you get the most value from your vehicles and is requesting your approval on the following warranty coverage and periods for chassis and body structure: - The body and body structure are warranted to be free from defects, related defects, and to maintain structural integrity for three years or 150,000 miles, whichever comes first. The body and body structure includes the components that are mechanically fastened or adhesively bonded or glued as part of the structure. - The chassis structure is warranted against corrosion failure and/or fatigue failure sufficient to cause a Class 1 failure for a period of 12 years or 500,000 miles, whichever comes first. The chassis structure includes all components that are welded together to form the main frame (skeleton) and body construction.	A defect in the structural integrity of the basic body is defined as defects in the chassis, body and/or frame, suspension and axles, which results in any premature fatigue. IPTC-IndyGo requires 12 years warranty for structural failure as defined above.

**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION
ACKNOWLEDGMENT OF ADDENDA**
(Must be returned with Submittal)

**RFP 21-07-407
Bus Rapid Transit (BRT) Battery Electrical Buses**

The undersigned acknowledges receipt of the following amendment(s) to the Bid and supporting documentation.

ADDENDUM NUMBER _____	DATED: _____
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Note: Failure to acknowledge receipt of all addenda that may have been issued may cause the Proposal offer to be considered non-responsive to the solicitation. No further consideration will be given to non-responsive offers. Acknowledged receipt of each addendum must be clearly established and included with the bid response.

(Proposing Company Name)

(Street Address)

(City, State, and Zip Code)

Signature of Authorized Company Official

Date