

CER 2 Request for Pre-Offer Change or Approved Equal

This form must be used for requested clarifications, changes, substitutes or approval of items equal to items specified with a brand name and must be submitted as far in advance of the Due Date, as specified in "Questions, Clarifications and Omissions."

Piedmont Authority for Regional Transportation

RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 1 Proposer: Greg Bittner (Chestnut Ridge Foam, Inc.) RFP Section: TS 3.8.4 Page: 45	
Questions/clarification or approved equal: In section TS 3.8.4, for WSTA, the FTA's recommended fire safety practices defined in Docket 90-A is required for materials used in the construction of the passenger compartment. This is commended. To offer equivalent fire safety performance across all agencies listed in this RFP, I propose the same requirement replace FMVSS 302 listed in PART, High Point Transit, and Link Transit. Passenger seating is the greatest fuel load in the passenger compartment and the FMVSS 302 standard is highly insufficient in the passenger bus environment. FMVSS 302 allows the use of polyurethane, which is extremely flammable and hazardous when exposed to open flame.	
Agency action:	<input type="checkbox"/> Approved <input type="checkbox"/> See addendum <input checked="" type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:	



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Piedmont Authority for Regional Transportation

RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 2 Proposer: Greg Bittner (Chestnut Ridge Foam, Inc.) RFP Section: TS 46.5 Page: 90	
Questions/clarification or approved equal: I propose that under Cushion Materials that "Open-cell foam cushioning compliant with Docket 90-A" replace open-cell polyurethane (FMVSS 302). Polyurethane cushioning is extremely hazardous when exposed to open flame ignition sources. Exposure of polyurethane cushioning to fire creates rapid burning, high levels of various toxic gases, and dripping or "pools" of flaming liquid which can quickly ignite other surrounding materials.	
Agency action:	<input type="checkbox"/> Approved <input type="checkbox"/> See addendum <input checked="" type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:	

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Piedmont Authority for Regional Transportation

RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 3 Proposer: Greg Bittner (Chestnut Ridge Foam, Inc.) RFP Section: TS 46.7 Page: 90		
Questions/clarification or approved equal: I propose to change the seat option Docket 90 – compliant silicone foam cushion to read " Docket 90 – compliant silicone OR open cell Neoprene foam cushion." Neoprene foam is Docket 90-A compliant. Adding additional material options is good for the industry to offer competition and reduce costs for the transit agency.		
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:		

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Piedmont Authority for Regional Transportation

RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 8	
Proposer: New Flyer of America Inc.	
RFP Section: GC 9.9 Maintenance of Records; Access by Agency; Right to Audit Records	
Page: 22	
<p>Questions/clarification or approved equal:</p> <p>Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes</p> <p>Specification Language:</p> <p>[Entire Section]</p> <p>Question/clarification or approved equal:</p> <p>New Flyer requests approval to add the following paragraph to protect New Flyer's proprietary interests in the event of an audit, review, or analysis:</p> <p>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.</p>	
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See addendum <input checked="" type="checkbox"/> See response below
<p>Agency response:</p> <p style="text-align: center;">Approved consistent with the requirements of NC Public Record laws.</p>	



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 25		
Proposer: New Flyer of America Inc.		
RFP Section: SP 3 Vehicle Options and Option Pricing		
Page: 28		
Questions/clarification or approved equal:		
Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes		
Specification Language:		
...		
If the parties are unable to agree on a production schedule, then the maximum term for the production of the Option Vehicles shall not exceed a total of fourteen (14) months after the date of the Notice of Exercise of Option.		
...		
The Notice of Exercise of Option shall incorporate the agreed production delivery schedule or the fourteen (14) -month maximum term, and shall constitute a notice to proceed with Option Vehicle production.		
Question/clarification or approved equal:		
New Flyer requests approval to revise the language to update the maximum production term, as the Option delivery schedule will depend on production availability at time of Notice of Exercise of Option:		
...		
If the parties are unable to agree on a production schedule, then the maximum term for the production of the Option Vehicles shall not exceed a range total of fourteen (14) months to twenty (20) months after the date of the Notice of Exercise of Option.		
...		
The Notice of Exercise of Option shall incorporate the agreed production delivery schedule or the fourteen (14) twenty (20) -month maximum term, and shall constitute a notice to proceed with Option Vehicle production.		
Agency action:	<input type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input type="checkbox"/> Denied <input checked="" type="checkbox"/> See response below
Agency response:		
Option vehicles are subject to the same delivery window as proposed.		



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Piedmont Authority for Regional Transportation
 RFP 01-Rolling Stock-2025 Low Floor 30’ 35’ 40’ Heavy Duty Bus

Request #: 27		
Proposer: New Flyer of America Inc.		
RFP Section: SP 6 Liquidated Damages for Late Delivery of the Bus		
Page: 30		
Questions/clarification or approved equal: Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes Specification Language: As the amount of said damages would be difficult, if not impossible, to be definitively ascertained and proven, it is hereby agreed that the amount of such damages due to the Agency shall be fixed at Two Hundred Fifty (\$250) dollars per operating day per bus, not delivered in substantially good condition, as inspected by the Agency at the time released for shipment. Question/clarification or approved equal: New Flyer requests approval to revise the language to clarify that Liquidated Damages would apply to Business Days, as an industry standard and consistency within the RFP: As the amount of said damages would be difficult, if not impossible, to be definitively ascertained and proven, it is hereby agreed that the amount of such damages due to the Agency shall be fixed at Two Hundred Fifty (\$250) dollars per operating Business day per bus, not delivered in substantially good condition, as inspected by the Agency at the time released for shipment.		
Agency action:	<input type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input checked="" type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response: <p style="text-align: center; color: red;">PART, HPTS, and LINK - 6 Operating Days / Week WSTA - 7 Operating Days / Week</p>		



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 44	
Proposer: New Flyer of America Inc.	
RFP Section: WR 2.3.6 Reimbursement for Parts	
Page: 132	
<p>Questions/clarification or approved equal:</p> <p><i>Agency / Model:</i> PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes</p> <p><i>Specification Language:</i></p> <p>The Agency shall be reimbursed by the Contractor for defective parts and parts that must be replaced to correct the Defect. The reimbursement shall be at the current price at the time of repair and shall include taxes where applicable, plus 15% handling costs. Handling costs shall not be paid if parts are supplied by the Contractor and shipped to the Agency.</p> <p><i>Question/clarification or approved equal:</i></p> <p>New Flyer requests approval to revise the following language, as New Flyer pre-pays shipping for returned parts to the nearest New Flyer parts distribution center:</p> <p>The Agency shall be reimbursed by the Contractor for defective parts and parts that must be replaced to correct the Defect for the duration of the base bus warranty period. The reimbursement shall be at the current price at the time of repair and shall include taxes where applicable, plus 15% handling costs (up to a maximum of \$100 per claim). Handling costs shall not be paid if parts are supplied by the Contractor and shipped to the Agency.</p>	
Agency action:	<input type="checkbox"/> Approved <input type="checkbox"/> See addendum <input checked="" type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:	



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Piedmont Authority for Regional Transportation
 RFP 01-Rolling Stock-2025 Low Floor 30’ 35’ 40’ Heavy Duty Bus

Request #: 46	
Proposer: New Flyer of America Inc.	
RFP Section: WR 2.7 Timeframe	
Page: 132	
<p>Questions/clarification or approved equal:</p> <p><i>Agency / Model:</i> PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes</p> <p><i>Specification Language:</i></p> <p>Each claim must be submitted no more than thirty (30) days from the date of failure and/or repair, whichever is later.</p> <p><i>Question/clarification or approved equal:</i></p> <p>Warranty claims are submitted through our efficient online warranty system. This enables customers to submit warranty claims quickly and efficiently and allows the warranty claims administrators to process the claims even faster. New Flyer's warranty claim period is 30 days from the date of failure and claims cannot be submitted more than 30 days from failure. This claim period supports New Flyer's goal of getting your buses up and running as soon as possible and enables us to submit the claims to the supplier sooner for your reimbursement. As such, New Flyer requests approval to revise the following language:</p> <p>Each claim must be submitted no more than thirty (30) days from the date of failure and/or repair, whichever is later.</p>	
<p>Agency action:</p>	<p><input type="checkbox"/> Approved</p> <p><input type="checkbox"/> See addendum</p> <p><input checked="" type="checkbox"/> Denied</p> <p><input type="checkbox"/> See response below</p>
<p>Agency response:</p>	



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 1 Proposer: IDIS Americas, Inc. RFP Section: TS 87 Approved Equals Page: 126	
Questions/clarification or approved equal: Table 12 identifies products for this bus procurement, including interior and exterior cameras systems from Apollo. IDIS Americas, Inc. is now the exclusive, sole-source provider of the system historically referenced in Table 12 as the Apollo system. Accordingly, IDIS Americas, Inc. respectfully requests that the IDIS I-Mobile System be added to Table 12 as an approved equal, as it meets or exceeds the technical and functional requirements of the previously approved system.	
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> See addendum <input type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:	

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Piedmont Authority for Regional Transportation

RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 51		
Proposer: New Flyer of America Inc.		
RFP Section: TS 5.1 Top Speed		
Page: 49		
Questions/clarification or approved equal: <i>Agency / Model:</i> PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes <i>Specification Language:</i> PART – Base The bus shall be capable of achieving a top speed of 70 mph on a straight, level road at a weight equal to the bus GVWR with all accessories operating. Manufacturer shall supply the Agency with data if there is a variance between peak performance and sustained vehicle performance. <i>Question/clarification or approved equal:</i> New Flyer requests approval to provide a bus that has a top speed of only 65 mph as that is the maximum speed that the tires and axles provided are rated to.		
Agency action:	<input type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input type="checkbox"/> Denied <input checked="" type="checkbox"/> See response below
Agency response: <p style="color: red;">Vendor should clarify if 65mph is limited by the Bus Design or provided tires.</p>		



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Piedmont Authority for Regional Transportation
 RFP 01-Rolling Stock-2025 Low Floor 30’ 35’ 40’ Heavy Duty Bus

Request #: 58		
Proposer: New Flyer of America Inc.		
RFP Section: TS 12.1 Service		
Page: 55		
Questions/clarification or approved equal: Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes Specification Language: All fluid fill locations shall be properly labeled with permanent metal tags to help ensure that correct fluid is added. All fillers shall be easily accessible with standard funnels, pour spouts and automatic dispensing equipment. Question/clarification or approved equal: New Flyer's proposal is based on excluding diesel fuel fill and filler from this requirement. The same diesel fuel fill system will be provided as previous built. Additionally, Allison roof ECP cooling system & BAE roof ECP and MCP cooling systems coolant fill are not labeled with permanent metal tags.		
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:		



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 61	
Proposer: New Flyer of America Inc.	
RFP Section: TS 26.1 Design (Transit Coach)	
Page: 60	
Questions/clarification or approved equal: Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes Specification Language: 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 ¼ in. or installed in a fully sealed butt joint. Similarly, a molding or cover shall prevent debris accumulation between the floor and wheel housings. Question/clarification or approved equal: New Flyer requests approval to provide a stainless steel molding in the upper deck area which encloses and seals the edge between the floor and the wall. Cove molding is not provided in the following locations: Front dash to floor, driver's platform to floor, rear step to floor and rear wheel wells to floor. The flooring at these joints are either welded or sealed with manufacturer approved products to form a secure joint which eliminates the need for molding. This is inherent to the bus design.	
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See addendum <input type="checkbox"/> See response below
Agency response:	



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 61	
Proposer: New Flyer of America Inc.	
RFP Section: TS 26.1 Design (Transit Coach)	
Page: 60	
Questions/clarification or approved equal: Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes Specification Language: 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 ¼ in. or installed in a fully sealed butt joint. Similarly, a molding or cover shall prevent debris accumulation between the floor and wheel housings. Question/clarification or approved equal: New Flyer requests approval to provide a stainless steel molding in the upper deck area which encloses and seals the edge between the floor and the wall. Cove molding is not provided in the following locations: Front dash to floor, driver's platform to floor, rear step to floor and rear wheel wells to floor. The flooring at these joints are either welded or sealed with manufacturer approved products to form a secure joint which eliminates the need for molding. This is inherent to the bus design.	
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See addendum <input type="checkbox"/> See response below
Agency response:	



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 75		
Proposer: New Flyer of America Inc.		
RFP Section: TS 36.1 General		
Page: 69		
Questions/clarification or approved equal:		
Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes		
<i>Specification Language:</i>		
Provision shall be made to apply shop air to the bus air systems. A quick disconnect fitting shall be easily accessible and located in the powertrain compartment and near the front bumper area for towing. Retained caps shall be installed to protect fitting against dirt and moisture when not in use . Air for the compressor shall be filtered. The air system shall be protected per FMVSS 121.		
<i>Question/clarification or approved equal:</i>		
New Flyer requests approval to remove the requirement for retained caps, as installation of retained caps on tow fittings can create improper pressures within the air system. If the fittings must be protected, New Flyer can install these fittings within a weather resistant housing (box) beneath the front bumper.		
For additional information please refer to:		
Without Housing		
• 75a Front Tow Connector Install 757863		
With Housing		
• 75b Front Tow Box Install 796882		
• 75c Front Tow Box Assembly 779731		
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input type="checkbox"/> Denied <input checked="" type="checkbox"/> See response below
Agency response:		
Include fittings in base price.		



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Piedmont Authority for Regional Transportation
 RFP 01-Rolling Stock-2025 Low Floor 30’ 35’ 40’ Heavy Duty Bus

Request #: 106	
Proposer: New Flyer of America Inc.	
RFP Section: TS 46.8.1 Exterior Mirrors	
Page: 91	
Questions/clarification or approved equal: Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes Specification Language: High Point Transit, Link, WSTA – Base Exterior mirrors shall be installed with a breakaway mounting system with a spring-loaded auto-return feature. Question/clarification or approved equal: New Flyer does not offer a breakaway mirror mounting system. Breakaway mirrors have an inherent safety risk of injury if a mirror was to fall from a bus. New Flyer instead requests approval to provide spring back mirror arms which automatically return to their previously set position after deflection. This is the same as what was provided in current and previous Xcelsior® builds and provides fleet commonality.	
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See addendum <input type="checkbox"/> See response below
Agency response:	



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 110		
Proposer: New Flyer of America Inc.		
RFP Section: TS 52.1 Pull-Down/Pull-Up Test Requirements		
Page: 95		
Questions/clarification or approved equal: <i>Agency / Model:</i> PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes <i>Specification Language:</i> The requirements of this section shall be subject to APTA BTS-HVAC-RP-003-04 , "Transit Bus HVAC System Instrumentation and Performance Testing." <i>Question/clarification or approved equal:</i> New Flyer Clarifies that the required APTA pull up/pull down testing has been completed for the HVAC equipment being proposed and requests approval to provide this testing information upon request.		
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:		



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Piedmont Authority for Regional Transportation
 RFP 01-Rolling Stock-2025 Low Floor 30’ 35’ 40’ Heavy Duty Bus

Request #: 114	
Proposer: New Flyer of America Inc.	
RFP Section: TS 63 Rain Gutters	
Page: 100	
Questions/clarification or approved equal: Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes Specification Language: Rain gutters shall be provided to prevent water flowing from the roof onto the passenger doors and driver’s-side window. When the bus is decelerated, the gutters shall not drain onto the windshield, driver’s-side window or door boarding area. Cross-sections of the gutters shall be adequate for proper operation. Question/clarification or approved equal: New Flyer's proposal is based on utilizing rain gutters that run along the length of the bus and drain towards the rear of the bus during normal operation. However, during heavy downpour, the gutters may be unable to redirect all the water and, as a result, may allow some amount of rain water to drain onto the windshield and entrance area. For additional information please refer to: • 114a Drip Rail Install 845020 This is the same as what was provided in current and previous Xcelsior® builds and provides fleet commonality.	
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See addendum <input type="checkbox"/> See response below
Agency response:	



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 120		
Proposer: New Flyer of America Inc.		
RFP Section: TS 69.1 Appearance		
Page: 102		
Questions/clarification or approved equal:		
Agency / Model: PART (Diesel): Yes HPTS (Diesel): Yes WSTA (Hybrid): Yes		
<i>Specification Language:</i>		
Paint shall be applied smoothly and evenly with the finished surface free of visible dirt and the following other imperfections:		
<ul style="list-style-type: none"> • blisters or bubbles appearing in the topcoat film • chips, scratches or gouges of the surface finish • cracks in the paint film • craters where paint failed to cover due to surface contamination • overspray • peeling • runs or sags from excessive flow and failure to adhere uniformly to the surface • chemical stains and water spots • dry patches due to incorrect mixing of paint activators • buffing swirls 		
<i>Question/clarification or approved equal:</i>		
New Flyer requests approval to provide the standard Xcelsior paint quality, the same as offered in previous builds.		
Please refer to 119a & 120a QA-STD-PNT-100 Paint Standard Rev D for additional information.		
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> See addendum	<input type="checkbox"/> Denied <input type="checkbox"/> See response below
Agency response:		



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Piedmont Authority for Regional Transportation
RFP 01-Rolling Stock-2025 Low Floor 30' 35' 40' Heavy Duty Bus

Request #: 1 Proposer: Camira RFP Section: TS 77.6 Page: 111	
Questions/clarification or approved equal: Camira requests that their product offering be an approved equal for Freeman seating: " Plush Incense Rainbow."	
Agency action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See addendum <input type="checkbox"/> See response below
Agency response:	

