**QUESTIONS AND ANSWERS FOR SOLICITATION NUMBER 510366**

**2020 HUMAN SERVICE VEHICLES – MEDIUM BUSES AND REAR LOAD WAGON/VAN**

**ROUND ONE – JULY 24TH, 2020**

## GENERAL QUESTIONS – Vehicle Specifications – Solicitation Requirements

# IMPORTANT--Please do NOT email or call WisDOT Transit staff concerning this solicitation or the submittal process. Any contact with Transit staff will result in your bid being disqualified.

**eSupplier Instructions**

Vendors must use the eSupplier System (https://esupplier.wi.gov) to respond to this solicitation. eSupplier is more efficient overall and affords Vendors a higher degree of control. The eSupplier Sourcing Event number for this solicitation is 11477. The date stamp for eSupplier will be stamped at the time of submission and serves as documentation of a timely submittal. Vendors should allow ample time to enter their eSupplier response.

Required materials shall be received for acceptance of their Bid by the date and time (8/12/2020 at 2pm central) listed on the Bid cover sheet or through eSupplier. Proposals received after that time and date will be rejected. In-person, USPS, courier, Faxed and e-mailed Bids are not accepted.

There are typically four reasons a file would to fail to upload to eSupplier:

- The file name is too long. File names must be no longer than 64 characters, including the file extension (e.g., ".docx") and cannot contain special characters (e.g., commas or percent signs).
- The file is too large. The maximum file size is 80MB.

- The file has macros included and enabled. Since these files may contain viruses, the eSupplier system will not allow them.
- The file type is not supported. While most file types may be uploaded, some types, like videos, will not save successfully.

**If none of these conditions apply and you still cannot upload a file, contact STAR Support for assistance at STARSupport@wisconsin.gov or (844) 947-7827.**

Please Note: When all responses have been entered and saved, click the Submit button to send your response to the State. Click Submit on the pop-up window to confirm. You should receive a confirmation message that it has been submitted.

**4.3 - *Delivery Support* -** Please amend to require only Wisconsin state sales licensed personnel with the contracted organization to deliver and demonstrate the proper operation with the sub-recipient on the vehicles features as there have been multiple complains of vehicles being delivered by transporters or delivery drivers with no explanation of the vehicle.

Request denied. But, vehicle delivery **MUST** be completed by a person **able to educate the sub-recipient on the vehicle's features and must be able to demonstrate the vehicle's subsystems and equipment.** This requirement isn't "only if the sub-recipient wants to" Somebody must show the sub-recipient how the vehicle works and go over the vehicle with them **at the time of delivery.**

## GENERAL QUESTIONS – Vehicle Specifications

Please accept that the price quoted will include all items of labor, materials, tools, and equipment with the exceptions of options, registration, title, license and/or taxes and fees applicable to the location as required by the state of Wisconsin as these costs vary based on municipality. - Approved. Additional options (approved by WisDOT), registration, title, license, taxes, a fees should be not included in bid submissions and need to be invoiced separately when vehicles are delivered.

## LINE 2 – REAR LOAD WAGON/VAN

### GENERAL

Based on the request from sub-recipients in the WisDOT meeting, it was verbally discussed that wheelchairs and wheelchair users are requiring larger, wider and more heavy-duty space accommodations in order to provide transportation. The previous bid spec awarded vehicle required a minimum ramp width of 34 inches to ensure maximum ridership and availability to passengers whose wheelchair widths are larger than 30 inches. The interior floor space has also been reduced in this bid creating a smaller area for wheelchairs and increasing the possibility of denied rides for persons with disabilities. This bid has also decided to completely eliminate a wheel chair rider compared to the previous bid.

Previous spec from 2018 BID # 275038 page 73-74 item #50-51:

*"50) Manual, fold-up ramp with a non-skid surface and spring assisted; the ramp shall have a usable width of 34" (minimum), and a length of 48" (minimum), and meet all requirements of ADA; it shall be located at the rear of the vehicle; the rear opening shall have a 34" (minimum) opening and shall permit the deployment of the ramp at all times; the ramp must meet the requirements of TRANS 301; lighting shall be provided to illuminate the ramp area as required by ADA Part 1192.31©*

*51) Wheelchair positions shall be forward facing and shall provide a flooring space area of at least 32" x 48" for each position as required by ADA and as specified in TRANS 301; the vehicle shall have the ability to handle up to two wheelchairs, with both position meeting the 32" x 48" requirement."*

The entire purpose of the mobility transit vehicle is to provide paratransit services to persons with disabilities as outlined in Sec. 12143 from the Federal ADA

Sec. 12143. Paratransit as a complement to fixed route service

*(a) General rule - It shall be considered discrimination for purposes of section 12132 of this title and section 794 of title 29 for a public entity which operates a fixed route system (other than a system which provides solely commuter bus service) to fail to provide with respect to the operations of its fixed route system, in accordance with this section, paratransit and other special*

*transportation services to individuals with disabilities, including individuals who use wheelchairs that are sufficient to provide to such individuals a level of service*

> *(1) which is comparable to the level of designated public transportation services provided to individuals without disabilities using such system;*

*(c) Required contents of regulations*

> *(1) Eligible recipients of service - The regulations issued under this section shall require each public entity which operates a fixed route system to provide the paratransit and other special transportation services required under this section*
>
> > *(A)*
> >
> > > *(i) to any individual with a disability who is unable, as a result of a physical or mental impairment (including a vision impairment) and without the assistance of another individual (except an operator of a wheelchair lift or other boarding assistance device), to board, ride, or disembark from any vehicle on the system which is readily accessible to and usable by individuals with disabilities;*
> >
> > > *(ii) to any individual with a disability who needs the assistance of a wheelchair lift or other boarding assistance device (and is able with such assistance) to board, ride, and disembark from any vehicle which is readily accessible to and usable by individuals with disabilities if the individual wants to travel on a route on the system during the hours of operation of the system at a time (or within a reasonable period of such time) when such a vehicle is not being used to provide designated public transportation on the route; and*
> >
> > > *(iii) to any individual with a disability who has a specific impairment-related condition which prevents such individual from traveling to a boarding location or from a disembarking location on such system;*
> >
> > *(B) to one other individual accompanying the individual with the disability; and*
> >
> > *(C) to other individuals, in addition to the one individual described in subparagraph (a), accompanying the individual with a disability provided that space for these additional individuals are available on the paratransit vehicle carrying the individual with a disability and that the transportation of such additional individuals will not result in a denial of service to individuals with disabilities.*

Based on the information provided of the previous bid specification, we request that WisDOT make reasonable modification to amend the minimum specification of the minivan and take the

necessary steps to ensure that individuals with disabilities are not excluded, denied services or otherwise treated differently because of the absence of available wheelchair space by instating the previous minimum requirements published in bid 275038. These accommodations are outlined in Sec. 12182 from the Federal ADA.

Sec. 12182. Prohibition of discrimination by public accommodations

*(2) Specific prohibitions*

*(A) Discrimination*

*For purposes of subsection (a) of this section, discrimination includes*

*(ii) a failure to make reasonable modifications in policies, practices, or procedures, when such modifications are necessary to afford such goods, services, facilities, privileges, advantages, or accommodations to individuals with disabilities, unless the entity can demonstrate that making such modifications would fundamentally alter the nature of such goods, services, facilities, privileges, advantages, or accommodations;*

*(iii) a failure to take such steps as may be necessary to ensure that no individual with a disability is excluded, denied services, segregated or otherwise treated differently than other individuals because of the absence of auxiliary aids and services, unless the entity can demonstrate that taking such steps would fundamentally alter the nature of the good, service, facility, privilege, advantage, or accommodation being offered or would result in an undue burden;*

The Human Service Vehicle (HSV) contract is not a paratransit contract (Sec. 12143 from the Federal ADA). WisDOT does not directly provide fixed-route or paratransit service in the state. The vehicles on the HSV contract are intended to be used by individuals with disabilities, seniors, and the general public but are purchased by a variety of entities such as municipalities and senior centers.

The Dodge Caravan minivan has been discontinued so WisDOT is unable to re-bid for this vehicle type. The (#510366) solicitation seeks an alternate replacement for the minivan, whether it be a van, wagon, or other type of vehicle. Since Federal Transit Administration (FTA) funds are used by sub-recipients to purchase the vehicles awarded from the solicitation, vehicles must meet *all* FTA requirements, including ADA, Altoona Testing, and "Buy America" requirements. Since there are not a lot of vehicles, especially vans or smaller buses, that meet Buy America requirements, WisDOT is searching for a replacement that can meet the needs of our sub-recipients and fulfill FTA mandates.

At this time, WisDOT is currently aware of only (1) one vehicle option that may be eligible to replace the Dodge Caravan minivan. This one vehicle option is only available in a single wheelchair rear load style. If this vehicle does not meet *all* FTA requirements (including ADA, Altoona Testing, and Buy America requirements), WisDOT will not be able to award any rear load van type vehicle until FTA approves an acceptable vehicle.

**General** - ***5.3.7 Altoona Testing/Bus Safety*** - Given the current situation with COVID-19, Altoona is back logged on testing as they were with the Ford E Series cutaway chassis, the minivan is currently awaiting testing and will be Altoona tested but is not yet at this time. Please accept the passing results of the Altoona test at a later date before the first vehicle is delivered to the recipient. – Vehicle must be Altoona Test approved at the time of bid submission.

Please accept OEM standard as sufficient. - If a specific description of a required option is not listed, OEM standard is sufficient

**0.1 –** ***Proposed floor plan*** – Floor plan could not be loaded on the website. Please request the floorplan for viewing. Please approve the attached floor plan for the line 2 conversion category. This conversion provides for transport of 2 passengers seated in mobility aids, in addition to the driver and front passenger. When carrying 1 passenger seated in a mobility aid, this conversion would accommodate 3 ambulatory passengers in addition to the driver. Proposed floor plan is below:

**0.6** – ***Exterior* -** The exterior skin would be provided as per the OEM chassis manufacturer - Approved

**1.1 – *GVWR: 5450 pounds*** - Request approval of OEM GVWR of 6,055# - Approved

**1.2 – *WHEELBASE: 120.6 inches* -** Request approval of OEM wheelbase of 121.6″ - Approved

120.6″ please accept this as a minimum requirement. – 120.6 inches wheelbase is the minimum requirement.

**1.3 - *OVERALL LENGTH: 190 inches* -** Request approval of OEM overall length of 203.6″ - 203.6″ length is approved

**1.4 - *OVERALL EXTERIOR WIDTH WITH MIRRORS: 84.1 inches* -** Request approval of OEM overall exterior width with mirrors 79.6″ - Approved

**1.5 - *INTERIOR HEIGHT: 41.9 inches* -** interior height for wheelchair securement area shall be a minimum of 56″ to remain in compliance with ADA requirements. - Approved

**2.2 - *ENGINE SIZE*: *2.0L GDI I-4* -** Please accept the 2.0L engine as a minimum requirement as trim options and packages may require an upgraded engine option to meet other specs. – 2.0L may be a minimum requirement.

**2.2 - *ENGINE SIZE*: *2.0L GDI I-4* -** Please amend to a minimum V6 engine to ensure the vehicle has enough power to safety operate with the additional weight of the wheelchair conversion. – V6 engine is acceptable

Request approval of OEM 3.6 L V-6 24V VVT gasoline ESS (engine start/stop) engine - Acceptable

**2.5 - *FUEL TANK*: *15.8 gallons* -** 15.8 gallons. Please approve as a minimum requirement. - Approved

Request approval of 19-gallon fuel tank - Approved

**2.6 - *FUEL CAP* -** Request approval for OEM cap less fuel fill tube. This OEM design prevents the addition of a locking fuel cap. - Approved

**2.7 – *TRANSMISSION: 8 speed automatic* -** Request approval of OEM 9 speed automatic, electronically controlled transmission. - Approved

**2.8 – *ALTERNATOR*: *Heavy Duty 220 amp* -** Request approval of OEM 180-amp heavy duty alternator - Approved as long as it can meet the requirements of the vehicle and added modifications.

Please approve the OEM heavy duty alternator. – Approved as long as it can meet the requirements of the vehicle and added modifications.

**2.10 - *ENGINE BLOCK HEATER*** - Please remove this option as the minivan has a much smaller engine that does not require a block heater to assist the engine in reaching optimal temperature in cold climates. - Approved

**2.13 – *BATTERIES*: *Heavy duty 80 amp* -** Request approval of OEM 12-volt dual battery configuration consisting of one 650 CCA battery and a second 200 CCA battery. - Approved

**3.0 - *FRAME* -** Please accept a uni-body construction frame as minivans are not built with a body on frame similar to buses and trucks. – Uni-body construction is allowed but vehicle does not specifically have to be a minivan.

**3.5 - *BUMPERS* -** Please approve the minivan absorption impact OEM bumper for front and rear. - Approved

Request approval of OEM front and rear body-colored low impact bumpers. - Approved

**3.6 - *EXHAUST SYSTEMS: The exhaust tailpipe shall terminate at the left rear corner of the vehicle* -** Please approve the Wisconsin Trans 301 requirements for an exhaust system

Trans 301.18 Exhaust system. The exhaust system which includes the exhaust manifolds, joining gaskets, piping leading from the exhaust manifold, muffler, catalytic converter, and tail pipe may not enter the HSV at any location. The exhaust system pipes shall be of nonflexible tubing. The exhaust system pipes shall extend to, but not beyond the rear limit of the bumper or to the body limits on the left side of the bus behind the driver's compartment, or may exit to the right side of the vehicle to the rear of the rear wheel. The complete exhaust system shall be tightly connected and free from leaks and shall be properly insulated from the electrical wirings or any combustible part of the vehicle.

History: Cr. Register, March, 1982, No. 315, eff. 4-1-82; am. Register, April, 1997, No. 496, eff. 5-1-97.

- Approved

Please approve the exhaust to exit on either the left or right side of the rear of the vehicle. – Approved. Must follow Wisconsin Trans Rules 301

Please approve the exhaust to exit from the rear of the vehicle. - Approved. Must follow Wisconsin Trans Rules 301

**3.9 – 3.10 – *SUSPENSION: Independent MacPherson strut suspension w/stabilizer bar and Twist-beam rear suspension w/stabilizer bar* -** Please approve the use of OEM suspension with the addition of electronic stability control for added safety. - Approved

**3.10 - *SUSPENSION SYSTEM REAR: Twist-beam rear suspension w/stabilizer bar* -** Request approval for OEM rear independent suspension, including rear trailing are suspension, rear coil springs, and gas pressurized rear shocks. - Approved

**4.2 - *TIRE COUNT: Six* -** Please amend to 4 tires as minivans are not produced with 6 tires. – Approved. Four tires are the minimum requirement.

**4.2 - *TIRE COUNT: Six* -** OEM vehicle is produced with 4 tires; not 6. Please approve 4 tires. - – Approved. Four tires are the minimum requirement.

**4.3 – *WHEELS: Painted white and 16 inch* -** Please amend to a black steel wheel as the white painted wheels are standard on a bus but not on minivans and small automobiles. – Black steel wheels are approved.

Please accept a 17-inch black steel wheel to allow for a larger front brake system giving more stopping power and safety by shorting stopping distances. – 17-inch wheels are approved.

Request approved equal for OEM 17" steel rims/black – Approved.

**4.6 - *VALVE STEM* -** Request approved equal for OEM rubber valve stem. – Approved.

Please amend to OEM rubber valve stem without the need of an extender as the OEM extends outward past the hubcap for accessibility. – Approved.

**7.9 - *FUSES AND RELAYS*: The panel shall be accessible through a non-locking door -** Please accept the OEM fuse box in lieu of a circuit box door. Circuit box doors are used on bus body whereas minivans use the OEM electrical layout. – OEM fuse box is allowed.

This conversion does not require the addition of a separate fuse panel, so there would not be need for a "circuit box door"; please delete from this item from this specification. - Approved

**9.6 - *OUTSIDE DOOR LIGHTS* -** Please remove this option as minivans do not have outside door lights. – Outdoor lights are not required.

**9.5 - *BRAKE LIGHT AND BACK UP: A center-top 7 inch round third brake light shall be provided and it shall be an LED fixture* -** Please accept the OEM SAE standard LED/bulb style brake lights and back up lights as a 7" round brake light would obstruct the rear view. - Approved

Request approval of OEM exterior lighting package. - Approved

**10.1 - *INTERIOR LIGHTS*: Vehicles shall incorporate side and/or center ceiling mounted interior lighting and shall be LED fixtures. -** Request approval of OEM interior lighting package. - Approved

**11.2 - *DRIVER SEAT: 6 way adjustable seat* -** Please accept the OEM standard 4-way adjustable seat - Approved

**11.4 - *PASSENGER SEATS* -** Please approve the Wisconsin Trans 301 requirements for 2 flip-up seats in lieu of a bench seat to allow additional wheelchair seating and wheelchair space

Trans 301.29 Seating.

(1) All seats shall be forward facing and securely fastened to that part or parts of the body which support them. A passenger seat cushion retention system shall be employed to prevent passenger seat cushions from disengaging from seat frames in event of accident.

(2) The top corners and at least 10 inches of the top of the back surface of the seat backs shall be padded sufficiently to reduce the likelihood of injury. Hand holds may be incorporated on a seat back. These holds are exempt from the padding requirement.

(3) For purposes of this subsection, a “foldaway seat" is a single or double seat designed so the seat back folds down or the seat bottom folds up and includes seats where the entire folded assembly may lock securely along the interior wall of the vehicle. Foldaway seats shall comply with the requirements in 49 CFR 571.207. A “flip-up seat" may be used at a side emergency door location. A flip-up seat shall conform to the following requirements:

(a) The automatic flip-up seat shall be designed and constructed to inhibit passenger limbs from becoming lodged between the seat cushion and seat back.

(b) The working mechanism under the seat shall be covered to eliminate any tripping hazard.

(c) The bottom of the flip-up seat shall be covered with sheet metal or other material of equal strength and durability and any sharp edges padded to prevent injury or snagging clothing.

(d) The seat shall be designed and constructed to rise to a vertical position automatically when not occupied.

(4) All passengers aboard an HSV shall be seated in a permanently mounted seat. The department shall interpret the removable seat in a van as being a permanently mounted seat. This subsection does not apply to persons transported in a wheelchair or some other device which would make this provision impractical.

(5) Rear or center facing seats in a station wagon are not permitted.

History: Cr. Register, March, 1982, No. 315, eff. 4-1-82; am. (2) and (4), r. and recr. (3), cr. (5), Register, April, 1997, No. 496, eff. 5-1-97.

– 2 flip-up seats are allowed.

**11.4. - *PASSENGER SEAT* -** Please amend the use of two single fold seats in the mid row to allow a for an additional wheelchair position and the option of a double bench fold seat in the 3rd row . – Two single fold seats are allowed.

Request approval of revised seating diagram (item 0.1). The OEM quad bucket seats (2) would be mounted on bases that fold towards the outside of the van to create additional space if needed. The back of the seat folds down flat and the entire seat assembly flips to the side and stores between the lowered floor area and the sliding door. – OEM quad bucked seats (2) are allowed.

**12.3 - *EXTERIOR SIDE MIRRORS*: There shall also be 2 exterior clear view outside rearview mirrors, one to the left and one to the right of the driver and The right outside mirror mounts shall include a side angle adjustable convex mirror to provide an additional close-in field of vision located so as not to reduce the visual field of the flat surfaced mirror -** Please approve the Wisconsin Trans 301 requirements for mirrors

Trans 301.26 Mirrors.

(1) HSV mirrors shall comply with the requirements of 49 CFR 571.111. In addition, every HSV with a GVWR of more than 10,000 pounds shall have an interior rearview mirror at least 6 x 30 inches overall. There shall also be 2 exterior clear view outside rearview mirrors, one to the left and one to the right of the driver. Area of each mirror shall be not less than 50 square inches overall. Each mirror shall be firmly supported and adjustable to give driver clear views past left rear and right rear of vehicle. The right outside mirror mounts shall include a side angle adjustable convex mirror to provide an additional close-in field of vision located so as not to reduce the visual field of the flat surfaced mirror below 50 square inches, or as an option, have a front mounted mirror; these shall provide a view from the service door rearward.

(2) Each HSV with a GVWR of 10,000 pounds or less shall have:

(a) One interior rearview mirror.

(b) Two outside rearview mirrors. One shall be on the right side and one on the left side of the vehicle.

(3) Every HSV except an automobile or station wagon transporting minors shall be equipped with a 7 inch cross-view mirror providing a reflection of the road from the front bumper to a point where direct observation is possible.

(4) Mirrors which are cracked, broken, or clouded shall be replaced.

History: Cr. Register, March, 1982, No. 315, eff. 4-1-82; am. (1), Register, April, 1997, No. 496, eff. 5-1-97. - Approved

**12.3 - *EXTERIOR SIDE MIRRORS* -** Please remove the use of a large cross view mirror as this a bus requirement but not for small automobiles. - Approved

**12.3 - *EXTERIOR SIDE MIRRORS* -** Please approve a small convex mirror for blind spot viewing. - Approved

**13.4 - *POWER POINT FOR AUX POWER IN PLACE OF CIGARETTE LIGHTER* -** Please accept OEM option of USB and/or 12v power adapters for versatile options of a power source. - Approved

Please accept OEM convenience group including (2) 12V DC power outlets. – Approved

**14.1 - *AIR CONDITIONING AND HEATING: Duel Zone Front Auto Temperature Control. Rear Seat Climate Control (rear compartment A/C and Heater with manual rear controls)* -** Please accept OEM standard heating and A/C control system as the rear seats do not have a climate-controlled option of heated or cooled seats. – Approved. Seats do not have to be heated or cooled or climate controlled.

Please accept OEM front standard heating and A/C control system which provides single driver control for the heat and A/C. - Approved

**15.2 - *FLOOR AND FLOOR COVERING*** - Please accept driver and front passenger floor could include custom fit, flexible all season floor mats, made of an advanced Thermoplastic Elastomer (TPE). Mats are manufactured in America to ISO 9001 standards, and meet FMVSS 302 standards. – Floor mats are not approved as we have had complaints that wheelchairs and passengers' trip on them.

**15.3 - *LOWERED FLOOR: Floor shall be lowered to allow rear ramp and additional room for wheelchair passenger, Lowered portion of the floor shall be in the rear of the vehicle (where wheelchair securements are located) and have a length of 51inches, Floor in passenger seating area shall be lowered to provide at minimum vertical clearance of 56 inches in the wheelchair securements areas and ramp service door* -** Please amend the lowered floor assembly joined to a uni-body as the minivan does not have a frame rail to connect to. – Uni-body is allowed

The current lowered portion of the floor to be in the rear of the vehicle and have a length of 51 inches only allows single wheelchair seating denying ridership compared to the current Line 2 minivan previously on the state bid which requires 2 wheelchair riders. Please amend to 98 inches from 51 inches to allow for 2 wheelchair positons as stated on page 4 of the bid "Line 2: Wagon/Van, Accessible, Gas, Rear Load Ramp (4/2 Passenger Seating)" as this would meet the minimum specification to adhere to Federal ADA. – 98 inches is allowed.

**17.3 - *PASSENGER WINDOWS: Shall be slider type* -** Please accept OEM style windows as minivans do not offer the same slider style as used on buses but still retain the tempered safety glass with OEM. – OEM windows are approved.

Request approval of OEM window package. – OEM windows are approved.

**17.3 - *PASSENGER WINDOWS" Shall be slider type* -** Please amend to the OEM window package (not slider type). - Approved

**20.1 - *RAMP GENERAL* -** Please accept the ramp in a secure position without the use of padding as the ramp folds to insure there is not contact with head impact and would only contact the lower rear most part of approved W/C18/19 wheelchairs. – Approved.

Please amend the ramp to be used without padding as the ramp does not have the same option for padding as the bus lift does. – Approved.

Please amend the minimum ramp capacity be set at 1,000# as requested by many recipients to provide access to a broader rider base and allow larger and heavier wheelchair occupants decreasing the number of denied riders – Ramp may be 1,000 pounds.

**20.4 - *RAMP SURFACE/PLATFORM: Shall be 1:6 maximum as measured to ground level with the non-rail vehicle resting on a flat surface.* -** Request approval of ramp slope < or = 10 degrees from vehicle to ground. - Approved

**20.5 - *RAMP WIDTH: 30 inches* -** Please amend ramp width be increased to 34", thereby providing access to a broader rider base and allow larger and wider wheelchair occupants decreasing the number of denied riders – 34-inch-wide ramp is approved

**20.6 - *RAMP LENGTH*: 56 inches -** Request approval of 60" ramp length to create an easier slope for moving wheelchair passengers in/out of the vehicle. – 60-inch-long ramp is approved.

**20.7 - *VISUAL AND AUDIO WARNINGS: An audible warning signal shall be activated in the vehicle in the event that the rear hatch is opened and the interlock is not engaged.* -** Request approval of the OEM interlock. The OEM interlock automatically engaged; therefore, there would not be the possibility of "an audible warning signal activating in the vehicle in the event that the rear hatch is opened and the interlock not engaged." - Approved

**21.2 - *RAMP DOORWAY: Shall have a minimum 58-inch door height and Shall have a minimum 52-inch door width.* -** Request approval of 56" rear door entry height as required by ADA. - Approved

Request clarification of rear entry door width. Does WisDOT desire width at floor level (pan), or width of the OEM hatch? The conversion width at ramp level is 34"; OEM door width is 49". – OEM door width is approved at 49 inches.

**21.2 - *RAMP DOORWAY: Shall have a minimum 52-inch door width* -** Please accept the OEM door width of 49". – OEM door width is approved at 49 inches.

**22.1 - *WHEELCHAIR POSITION* : One space in the rear of the vehicle and Forward facing, behind the driver seat-** The spec states for the wheelchair position to be behind the driver seating position but the current floorplan places a bench seat behind the driver. Please amend the spec to call for 2 wheelchair positions to allow for wheelchair seating directly behind the driver/passenger front row seat. – The vehicle drawing in the specifications is a sample layout. Only one wheelchair position is required. Vendor may submit (In Appendix G) their layout for wheelchair position and ambulatory seats.

**22.1 - *WHEELCHAIR SPACE* -** Request that specification be revised to allow for (2) forward facing wheelchair securement locations. This flexible (2) wheelchair securement configuration, combined with the flip-n-fold 2nd row bucket seating, provides maximum use of the mini-van, and provides a more efficient transportation option. – Bucket seating request is allowed. Only one wheelchair position is required.

**22.4 - *WHEECHAIR RETRACTORS (FRONT AND REAR): Retractors shall have a floor anchorage attachment consisting of an L-Track fitting which shows a positive locking indicator along with a four-stud, double plunger attachment for added strength* -** Please approve the change from L-track fitting to Q'Straint Slide-N-Click fitting. This fitting is a more secure fitting with easier operation and will not collect debris and dirt reducing the chance of corrosion. – Slide and Click fittings are accepted.

**22.2, 22.3, 22.4 - *WHEELCHAIR SPACE: Retractors shall have a floor anchorage attachment consisting of an L-Track fitting which shows a positive locking indicator along with a four-stud, double plunger attachment for added strength* -** Request approved equal status for Q'Straint slide-n-click fittings in lieu of L-series track. A WC18 self-tensioning retracting system shall be provided for each wheelchair securement position. – Slide and Click fittings are accepted.

**22.4 - *WHEELCHAIR SECUREMENT* -** WC19 is a wheelchair standard and would not apply to the wheelchair securement system. Please remove reference to WC19 standard. – WC19 reference can be removed.

## LINE 9 – MEDIUM BUS (10/2 SEATING)

**1.2 - *Wheelbase -176 inches*** Is 176" a maximum or minimum. Suggest Maximum. 176 inches is accepted but should be the minimum. We do not want a smaller body or chassis on this line item.

**1.3 - *Overall Length 261 inches*** - Is 261" a minimum. Most buses this size are nominally 264"-308" overall in length. - 261 inches length is accepted and will serve as a minimum.

**3.6 – *Exhaust: Stainless steel The vehicle shall be equipped with a heavy duty, corrosion resistant exhaust system which meets or exceeds FMVSS and EPA noise level and exhaust emission (smoke and noxious gas) requirements*** - The Ford OEM exhaust system is not stainless steel. It uses aluminized steel. Please approve the Ford OEM exhaust system material. Our standard exhaust extension components are the same material used by Ford OEM to avoid galvanic corrosion caused by connecting dissimiliar metals. Please approve. – Request approved.

**4.3 - *Wheels*** - 16inch x 16 inch Please correct. OEM wheels are 6" x 16", not 16" x 16" – The painted steel wheel shall be 16 inches by 16 inches. 6 inches by 16 inches seems too small for the requirements.

**4.4 - *Wheel Covers (hubcaps*) -** Please clarify. Are 4 Hubcaps required per bus? They are listed but no specification is provided. – This specification can be eliminated. Hubcaps are not required.

**4.6 - *Valve Stems - Metal stems Stem extenders.*** Please clarify, are Ford OEM valve stems acceptable, or is WISC DOT specifying aftermarket valve stem extenders? Ford OEM valve stems are long enough to service tires. – Aftermarket stem extenders are approved. Stem extenders was one of the most popular requests by sub-recipients in the latest survey.

**4.7 - *Passenger Cowl - Passenger side cowl protection from stones thrown from front wheels***. Section 4.8 specifies front and rear mud flaps. The front mud flaps protect both sides of the transition/cowls, passenger side and driver side. Please approve front mud flaps on our Phoenix model, as acceptable or more fully clarify what is required. – Mud flaps are approved.

**6.2 - *Remote Keyless Entry* -** Ford does not offer remote keyless entry on a cutaway chassis with passenger side door delete. We can provide a key fob that operates the curbside ambulatory power passenger entry door. Please delete this requirement or change to apply not to the Ford chassis driver's door, but instead apply to the door in the stepwell. – OEM key entry is approved. Does not have to be remote keyless.

**6.3 - *Power door locks* -** Ford does not offer power door locks on a cutaway chassis with passenger side door delete. Please delete requirement, since it is not available. - Power locks on doors are not required

**7.6 - *Low Pressure Tire Warning OEM* -** An OEM tire pressure monitoring system is not available on a DRW chassis with a Shuttle Bus Prep Package. Please delete. – Requirement is deleted.

**9.6 - *Brake Lights - A center-top 7 inch round third brake light shall be provided and it shall be an LED fixture*** Our center-top third brake light is 4" round please approve. – Approved.

**11.1- *Driver Seat* -** FTA foam Throughout the specification WISCDOT requires that the bus meet the fire standard FMVSS 302. FTA Foam is not available on the Ford OEM chassis driver seat. FTA foam is only available on an aftermarket driver seat such as Freedman, Recaro, or USSC. Please delete the FTA foam requirement. FTA foam does not hold up as well as standard FMVSS 302 foam. Please clarify. – FTA foam requirement can be eliminated for this line.

**11.6 - *Passenger Seats Foldup/down - Line 9: "There should be 6 double and flip down/up seats."; or Line 11: "There should be 7 double and flip down/up seats."*** Using Freedman Seating terminology a flip seat and a foldaway seat are different. It appears to us that WISCDOT does not want flip down/up seats but wants foldaway seats. Please clarify, is our understanding correct, that WISCDOT wants all six double midback seats for HSV Line 9 [see drawing 1] and for HSV 11 all seven double midback seats [see drawing 2] to be foldaway and also have 3 Point seatbelts? Please confirm that all foldaway seats are to have 3 point seatbelts which is a change from previous contracts, or clarify. Also, both Line 9 and 11 specified seating plans could be accomplished with only two double foldaway seats and the rest of the seats could be fixed/stationary which would save WISCDOT substantial cost [see drawings 3 and 4]. Please clarify. – Correct, to clarify we would like foldaway seats. Six double midback seats for line 9 and six (plus one single foldaway) for line 11.

Three-point seatbelts are required

Please keep all ambulatory seats foldaway. We realize the additional costs but want to make the vehicle as accommodating as possible in terms of space and versatility.

**An ABS trim** piece to protect bottom of the bottom of the seat Please clarify, is WISCDOT requiring an optional additional piece of ABS trim to protect and hide the underside of the seat bottom when in the stowed position, or is the standard seat bottom protection ABS trim acceptable? – Standard ABS is acceptable

**Bolt-on legs that are adjustable** It is not clear to us what WISCDOT means by "bolt-on legs that are adjustable. The cantilevered design of the Freedman foldaway seat does not require bolt-on legs that are adjustable, nor does Freedman offer bolt-on legs. See photo. Please delete or clarify. – Cantilevered design is acceptable.

**FTA foam** FTA Foam is a more rigorous standard exceeding FMVSS 302 requirements. Since WISCDOT has specified FMVSS 302 throughout the specifications, we would suggest that the FTA foam requirement be deleted. FTA foam does not hold up as well as standard FMVSS 302 foam. Please clarify. – FMVSS 302 foam is acceptable and FTA form is not required.

**13.3 - *Backup Camera and Monitor Display*** - must not interfere or block driver's view through windshield or mirrors Reference OEM, please approve a Rosco back-up camera with monitor mounted in rear view mirror. – Rosco back-up camera and monitor is approved.

**14.1 - *Air Conditioning Front and Rear - Shall be roof mounted*** Please confirm that roof mounted is in reference to the condenser being roof mounted and that the evaporator is to be mounted at the ceiling and rear wall on the interior of vehicle. – Condenser is roof mounted.

**15.4 - *Step Flooring Steps* -** shall have the ability to be heated Please clarify this requirement. Steps have the ability to be heated, but is this a requirement. If so, will the Ford OEM dash vent on the curbside of the dash with louvers directed toward the stepwell suffice in meeting the specification; or does WISCDOT require an entry first step heated pad such as the Lighthouse model? – First entry step shall be headed or have a heated pad. All steps do not have to be heated. This was one of the requests from the sub-recipient survey.

**15.7 - *Rub Rails* -** This specification requires two rubrails on each side, a lower and an upper, each constructed of 4" wide steel. This is a school bus rub rail design [see photo] and not an HSV design. There is only one exterior rubrail on each side of an HSV type vehicle. Please allow each manufacturer to provide their standard rubrail instead of specifying a nonstandard school bus style that may compromise the manufacturer's ability to comply with the specified FMVSS 214 Side Impact requirements in Section 15.0. See photos of single rubrail on each side for an HSV. Please also note that two rubrails are not necessary on our vehicle because our side walls have a single rub rail, plus a crash rail and a seat rail imbedded in the sidewalls that exceed the strength of the two specified rub rails [see graphic of structure, blue and red sidewall rails]. Hidden rails are functionally superior and more aesthetically appealing. – Rub rail specifications come from Wisconsin Trans Rule 301, and the vehicle must adhere to these requirements.

**Trans 301.28 Rub rails.**

**(1)** Every HSV originally manufactured to federal and state school bus standards with a GVWR of more than 10,000 pounds shall comply with the following requirements:

**(a)** There shall be one rub rail located approximately at seat level which shall extend from the rear side of the service door to the rear of the vehicle and one rub rail located on the left side from the front to the rear.

**(b)** There shall be one rub rail located between the floor line and 9 inches above the floor line. It shall extend over the same longitudinal distance as the upper rub rail, except where it meets the wheel housing, and which may terminate at the radii of the right and left rear corners.

**(c)** Rub rails shall be constructed of 16 gauge longitudinally corrugated or ribbed steel of at least 4 inch width. Each rub rail flange shall be attached at each body post. Pressed-in or snap-on rails are not permitted.

Trans 301.28(2)**(2)** An HSV with a GVWR of 10,000 pounds or less is not required to have rub rails.

**15.8 - *Corrosion Protection - All steel body/floor structure shall be coated rust inhibiter primer for corrosion protection and to prevent rust*** - Our steel body instead of using cold rolled steel or carbon steel is constructed of galvanized and galvannealed steel. Galvanized/galvannealed steel has an inherent protection against corrosion which is better than carbon or cold rolled steel coated with a rust inhibiter primer. Our floor structure is undercoated to Ford QVM standards to prevent against corrosion. Please approve the use of galvanized and galvannealed steel for the body structure and our undercoating of the floor structure to Ford QVM standards as meeting this requirement. - Approved

**16.4 -** ***Rear Emergency Door*** - ***The left side emergency door shall be equipped with safety glass in the upper portion and lower portion shall be of at least the same gauge metal as the body***. We wish to clarify that there isn't a left [driver] side emergency door. The only door on the left side is the driver's door which only has the one manually operated window. Please approve. – Correct, no emergency door on the left side of the vehicle. Emergency door is in the rear. I believe it is mean to read "left side OF emergency door".

Driver's side door window can be manually operated.

The emergency door shall be hinged on the right side if it is in the rear of the bus and on the front side if it is in the left side and shall open only outward See photo of rear emergency door. Please approve. – Emergency door is in rear and shall be hinged on the right side.

**16.4 -** ***Rear Emergency Door - The vehicle transmission shall not shift out of the park position when the rear emergency door is locked or when the door is unlatched.*** Our Emergency Door Vandalock will not allow the vehicle to start if the Emergency Door is locked. Anytime the Emergency door is open and the vehicle is running an audible alarm sounds. Please approve this design as an equal to the specifications. – Approved.

**20.5 -** ***Lift Width*** - 37 inches The 37" wide platform will not fit in the door opening with the lift located forward of the rear axle. The widest lift available in the front location is a 34" wide platform. Please approve a 34" wide platform. If a 37" wide platform is required then the lift door will need to be moved to behind the rear axle on the curbside of the vehicle. – 34 inch wide platform is approved.

**21.2 -** ***Lift Doorway -*** Shall have a minimum 56-inch door height. We believe that the 56" door height does not meet ADA requirements. We believe for this class of vehicle that the ADA height needs to be 68" minimum. Please clarify. – From PART 38—AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY SPECIFICATIONS FOR TRANSPORTATION VEHICLES:

*38.25 - Door height.* For vehicles in excess of 22 feet in length, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 68 inches. For vehicles of 22 feet in length or less, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches.

*Depending on the length of vehicle submitted, if it is under 22ft, 56-inch door opening is approved.* If the vehicle is over 22ft, a 68-inch doorway is approved.

**Appendix A - *Section 6 - Bidder Identification*** Bidder preference provisions Because FTA funds are being used in part to fund any contract resulting from this procurement, it is our understanding that bidder preferences are prohibited. Please confirm. – Vendors may complete Section 6 – Bidder Identification on Appendix A. There is no preference given in this solicitation.

**Appendix A - *Section 4.4.9* - As** Built Parts Manual Please note that we no longer use parts manuals. Instead we offer an on-line parts store that lists parts and prices and is available to anyone with internet access. Please approve. – Section 4.4.9 (page 15) in the Solicitation document "RFB_510366_ Medium Buses and Rear Wagon.docx" can be amended to state that online parts manuals are acceptable.

**Appendix A - *Section 7.3.* -** Blanket Fidelity Bond Please confirm that there are no required bonds for this procurement. - Section 7.3.3 (page 21) in the Solicitation document "RFB_510366_ Medium Buses and Rear Wagon.docx" Blanket Fidelity Bond is not required

**Appendix A - *Section 4.0 Quantities* -** Pg. 23 There appears to be missing language in this section which ends; "The". Please clarify. – Standard Terms and Conditions (page 23) in the Solicitation document "RFB_510366_ Medium Buses and Rear Wagon.docx" should say:

"**4.0 QUANTITIES:** The quantities shown on this request are based on estimated needs. The state reserves the right to increase or decrease quantities to meet actual needs."

## LINE 10 – MEDIUM BUS HONEYCOMB (10/2 SEATING)

**1.2 – *Wheelbase 176 inches* -** Please accept a wheelbase of 158" to allow for a smaller bus body if weight analysis is met. Request denied.

**1.3 – *Length 261 inches*** - Please allow body to be 261 as a minimum as a 176" wheelbase doesn't allow for a body at that length.

Approved, length of vehicle at 261 inches is allowed

Please allow for a smaller bus body overall length

Request denied.

**1.4 – *Exterior Width 94 inches*** - Please change overall width to 96" as this is the common width amongst most bus bodies.

Please accept a small variance of width of +/- 5 inches as different bus bodies will have a small difference in width

Bus shall be a minimum of 94 inches wide but there is no maximum width.

**2.5 – *Fuel Tank* -** Please accept a large 40-gallon fuel tank to insure vast capacity but to also keep weight of the vehicle down as to not cause the vehicle to move to a larger chassis based on additional weight from the fuel. 40-gallon fuel tank is acceptable.

**2.7 – *Fuel Access Panel* -** Please inform if this is needed or not as there isn't a comment next to the spec.

Fuel access panel is required.

**2.14** - ***Batteries shall be readily accessible area on a pullout stainless steel tray under the body*** - Please allow for batteries to be located in stepwell, this provides better protection to the elements and eliminates issues with corroding battery tray drawers, Approved

**3.5 – *Bumpers: The rear bumper shall be installed using heavy duty brackets bolted to the frame or frame extensions (not welded). The bumper shall be bolted directly to the bumper brackets with a minimum of 8 bolts (4-each side). Bolts shall be a minimum 7/16 inch grade 8 or approved, and must have a flat transition panel from the body to the bumper.*** Please accept the rear bumper directly bolted with a minimum of 4 bolts grade 8. Approved.

**3.6** - ***Galvanized heat shielding shall run between the exhaust system and the floor of the vehicle, at a minimum, this shield shall meet OEM Up-Fitter Guide requirements, or approved equal*** - Please allow heat shielding to terminate after rear axle as exhaust drops away from floor and would render shielding useless, and reduce rattling over time. Approved

**4.4 - *Wheel Covers (hubcaps)*** - Please accept the OEM white paint steel wheel without hubcaps. Approved.

**5.2 - *Cruise Control*** - Please indicate if cruise is needed and if OEM is acceptable - Cruise control is required. OEM is acceptable.

**6.2 – *Remote Keyless Entry*** - Please accept the OEM key entry. Approved.

**6.3 - *Power door locks* -** Please indicate if remote power locks are needed and if OEM needs to be used – Power locks on doors are not required

**9.6 – *Brake Lights*: *A center-top 7 inch round third brake light shall be provided and it shall be an LED fixture* -** Please allow for LED third brake strip in lieu of spec'd 7 inch round – Approved

**10.2 - *Floor Lights: Floor surface in the aisles shall be a minimum of 10 foot-candles and For interior floor, seat and aisles the light fixture must maintain constant light output over a 12 volt range.*** Please allow our 6 (9 diode LED) overhead cabin lights to be sufficient lighting for floor illumination in lieu of dedicated floor lights. – Approved

**10.6 – *Driver Lights: This light shall illuminate without ignition activation* -** Please consider verbiage regarding driver light being wired without ignition activation. This could cause battery drainage if forgotten on. - Drivers light to provide general illumination does not have to be integrated into ignition activation.

**11.1 – *Driver Seat*** Please clarify the "European" style needed **-** This requirement can be deleted from the specifications.

Please accept the OEM style seating – Approved

Please accept the OEM style foam. – Approved

Please accept the OEM spring seat for even load and durability. – Approved

Please accept the OEM style headrest. – Approved

**11.2 – *Driver Seat Adjustments: 4-way adjustable lumbar (up/down and in/out)* -** Please accept the OEM seat with adjustable 4-way position. – Approved

Please clarify if this seat is to be a power or manual seat. – Can be a manually adjusted seat.

**11.4 – *Driver Running Board - Expanded metal stainless steel running board with 11 gauge expanded metal step tread, 16 gauge framing on driver's side, Maximum ground-to-step height of 12" and a minimum tread depth of 8", Must extend 6" maximum outward from driver door threshold -*** Please allow for a diamond plate running board in lieu of expanded metal. Also please remove outward threshold maximum and change to minimum as it contradicts the minimum tread depth of 8". Our step has a nice large tread depth of 12" and would extend past the 6" maximum outward from threshold. – Approved. Running board must be coated or protected to combat rust and corrosion.

Please accept the current honeycomb bus WISDOT approved stainless steel driver side running board. - Vendor needs to include a specific verbiage to be approved equal. Please don't reference previous solicitations or addendums that may not be available for everyone to view. If the substitute running board meets the current specifications or approved equals in this addendum, that is allowed.

Please accept a diamond plate running board for the honeycomb bus. – Approved. Running board must be coated or protected to combat rust and corrosion.

**11.6 – *Passenger Seats (foldup/down)* -** Please indicate quantity of fold seats. I believe the spec is asking for two folds and four fixed doubles but want to make sure as floorplan doesn't differentiate between the two types. -

Please clarify the seating requirements as the spec calls for 6 double and fold seats. Based on the diagram shown, it does not label all seats as to which need to be fold. Are you asking for all 6 seats to be fold seats or is any combination of seats acceptable?

Passenger seats should all be double flip-downs, if possible. 6 sets of double seats that are able to be flipped up or down. We are trying to accommodate requests from sub-recipients for more diverse seating arrangements.

Please disregard comment about the seat protruding no more than 12″ is the stowed position. Seats are installed per Freedman's specifications and bases vary depending on seat. – Approved, no minimum distance from locked seat position to interior floor.

Please accept the fold seat to extend 14″ based on the rolled floor using 1-2″ of space – Approved

Please accept the legs of the fold seat are mounted to the floor of the bus and are not adjustable as the mounting is integrated into the seat frame to meet the safety standards of Trans 301 – Accepted.

Please accept the fold seat to not have an ABS trim on the bottom of the seat as that would cover the safety latch and release lever needed to operate the seat. This would also remove the option of a storage for the retractors. – Accepted

Please accept the fold seat and rigid seats will give a 12″ aisle way with +/- 1″ variance. – Aisle width must follow Wisconsin Trans Rule 301:

**Trans 301.10**

**Aisle.** Any HSV with a GVWR of more than 10,000 pounds or a vehicle with the aisle through the center of the unit shall have a minimum clearance of 12 inches leading to the emergency door when measured at any point between the seats or between any seat and emergency door frame in the case of a vehicle with a side emergency door. An open area for wheelchairs may not be considered an aisle.

**12.2 - *Interior Rear-View Mirror: at least 6x30 inches* -** Please allow for a 6X16" interior rear view mirror in lieu of 6X30. - Wisconsin Trans Rule 301 states "In addition, every HSV with a GVWR of more than 10,000 pounds shall have an interior rearview mirror at least 6 x 30 inches overall." Mirror needs to meet this requirement.

**12.4 – *Cross View Mirror* -** Please indicate streetside or curbside placement. - A crossview mirror shall be placed on both streetside and curbside to ensure driver can view the front of the bus easily as well as the service door.

**13.1 - *OEM AM/FM Radio*** - Please allow for aftermarket am/fm radio as OEM requires chassis to be special order and could delay production times.

Please accept an aftermarket am/fm radio with front and rear speakers.

Approved.

**13.3 - *Backup Camera and Monitor* -** Please allow for back-up camera to be integrated into rear view mirror as OEM option not available. Picture of rear is only visible in mirror while in reverse. Approved

**13.4 – *Power Point for Aux Power in Place of Cigarette Lighter* -** Please accept OEM option of USB and/or 12v power adapters for versatile options of a power source. – Approved

**14.1 – *Air Conditioning Front and Rear* -** Please accept the A/C systems are mechanical controlled with only a few pressure switches and do not need a computer system with diagnostic plug-in options for all recipients as this will create additional costs. – Approved

**14.1 – *Condenser*** - Please accept the option of a skirt mounted condenser to keep the overall height of the vehicle lower for overhangs. – Denied. Must be roof mounted.

**14.2 – *Heater* -** Please accept the option of a tower heater. As long as the heater meets the required heating specifications (65,000 btu) and isn't a space heater, then it is approved.

**15.1 - *Flooring Underlayment: Flooring shall be a minimum of 5/8 inch thick, engineered wood with moisture barrier to resist moisture and decomposition, and sealed edges. Proposer shall***

***indicate manufacturer of flooring provided. Minimum R-5 insulation (polyurethane foam, EPS foam or equivalent) in floor*** - Clarification, when you say engineered, do you mean plywood with exterior grade glue? In regards to sealed edges, is normal undercoating procedures sufficient for edge sealing or do you mean something in addition to?

Please explain what is required by engineered wood?

Correct, "engineering wood" should mean plywood and exterior grade glue. Normal undercoating procedures for edging sealing are approved.

Please allow a normal undercoating process to be a sufficient moisture barrier as a synthetic moisture barrier (ex: plastic, aluminum underbelly) has the potential to trap moisture and cause early derogation of flooring material. – Approved

Please omit R-5 insolation requirement as there is no good way to protect materials (ex: Poly foam, EPS) from road debris that are attached to underside of floor. - Approved

**15.2 - *Flooring and Floor Covering*** - Please allow for Gerflor smooth non-slip flooring throughout bus in lieu of spec'd rubber flooring – Approved

**15.3 – *Wheel housing* -** Please accept a body molded wheel house on the honeycomb bus as the vehicle is a one-piece body mold. – Accepted

Please accept a fiberglass wheel housing as this will not corrode or deteriorate with weathering. – Accepted

**15.4 - *Step Flooring: Steps shall have the ability to be heated* -** Please accept first step on entrance well to be heated to satisfy spec. Approved. First step shall be headed but additional steps do not have to be heated.

Also, step nosing requirement to be even with riser is not obtainable with products available. Please allow for slight overhang with the mentality of reducing as much as possible. - Approved. Slight overhang is allowed.

Please accept a fiberglass stepwell for the Honeycomb body construction as the fiberglass will not corrode or rust. – Approved

**15.7 - *Rub Rails*** - This seems to follow a school/MFSAB spec, please allow for a rubber rub rail, 4" in width, securely affixed into a mechanically attached, molded receiving rail.

Please accept the honeycomb body is a rigid construction resin that will not dent or crease like the metal body bus and therefore does not need to have metal rails drilled into the side of the bus as drilling into the one-piece honeycomb body may cause spider cracks unlike the metal body with fiberglass laminate

- Rub rail specifications come from Wisconsin Trans Rule 301, and the vehicle must adhere to these requirements.

**Trans 301.28 Rub rails.**

**(1)** Every HSV originally manufactured to federal and state school bus standards with a GVWR of more than 10,000 pounds shall comply with the following requirements:

**(a)** There shall be one rub rail located approximately at seat level which shall extend from the rear side of the service door to the rear of the vehicle and one rub rail located on the left side from the front to the rear.

**(b)** There shall be one rub rail located between the floor line and 9 inches above the floor line. It shall extend over the same longitudinal distance as the upper rub rail, except where it meets the wheel housing, and which may terminate at the radii of the right and left rear corners.

**(c)** Rub rails shall be constructed of 16 gauge longitudinally corrugated or ribbed steel of at least 4 inch width. Each rub rail flange shall be attached at each body post. Pressed-in or snap-on rails are not permitted.

Trans 301.28(2)**(2)** An HSV with a GVWR of 10,000 pounds or less is not required to have rub rails.

**16.1 - *Passenger Service Door -*** Please accept OEM defrost vents located on both the driver and passenger side for clearing the windshield and side glass view. If the side defrost vents can do the same or better specifications to ensure door is clear, than this is acceptable.

Please accept the entrance door to be a reinforced fiberglass. - Service door must adhere to specifications in Wisconsin Trans Rule 301:

**Trans 301.30 Service door.**

**(1)** Service door shall be located on right side of vehicle.

**(2)** Service door shall be so designed as to prevent accidental opening.

**(3)** In a vehicle of more than 10,000 pounds GVWR, the lower as well as upper panels shall be of safety glass as follows:

Trans 301.30(3)(a)

**(a)** The bottom of the lower glass panel may not be more than 35 inches from the ground when vehicle is unloaded.

**(b)** The upper glass shall be hermetically sealed or the vehicle shall be equipped with a defrosting device to assure the driver has a clear view out of the service door glass.

**History:** Cr. Register, March, 1982, No. 315, eff. 4-1-82; renum. (1) to be Trans 301.03 (8) and am., renum. (2) to (4) to be (1) to (3) and am. (3), Register, April, 1997, No. 496, eff. 5-1-97.

**16.3 – *Service Door Opener*: The entry door shall be equipped with a sensitive edge as standard that will reopen the door when closed on a passenger or object in the doorway - Please** remove the need for a sensitive edge on the entry door as it will be controlled by the driver and interlocked when doing so. This door is not an automatic door and cannot close without an operator doing so. – Approved

**16.4 - *Rear Emergency Door -*** Please accept a roof hatch emergency exit in lieu of the rear door. – Denied. Vehicles shall have a rear emergency door that complies with Wisconsin Trans Rule 301

**16.9 - *Aisle Space: Shall have a minimum clearance of 12 inches leading to the emergency door when measured at any point between the seats or between any seat and emergency door frame in the case of a vehicle with a side emergency door.*** Please clarify that this 12" between seat and emergency door frame is only needed when a side emergency door is provided and doesn't pertain to rear emergency door. - Correct, 12 inches between seat and emergency door is only for side emergency door. We are asking for a rear emergency door.

**17.2 - *Passenger Windows Tint Windows shall have anodized black finish. Maximum tinting shall be 31% light transmittance -*** Please allow for 24% light transmittance in lieu of spec'd 31%. - Approved.

**20.1 - *Lift General: A minimum of four (4) support bars installed underneath the floor are required. -*** Please accept 2 frame mounted cross rails for mounting in lieu of smaller added support bars as the cross rails will provide added strength and support over smaller support bars. – Approved

**20.3 – *Lift Storage: When in the stored position, the surfaces of the lift facing the center and to the rear shall also be padded to prevent injury in case of contact in an accident* -** Please remove this option as the wheelchair lift will have a station for passenger seated behind the wheelchair lift and the wheelchair passengers will be on the opposite side of the bus with an aisle way between the lift and the seating area. – Approved

Please explain if this is a request for a lift cover or if the standard lift padding and station is acceptable. – Standard lift padding is acceptable

**20.5 – *Lift Width: 37 inches* -** In lieu of the 37" platform, please approve the use of a 34" platform at the 1,000lbs capacity.

Please accept for the Honeycomb bus body a lift width of 34-inches with a 1000lb as the steel body construction bus will provide this option to sub-recipients

Please accept for the Honeycomb bus body a lift width of 34-inches as the honeycomb body is a true one-piece molded construction that does not allow for cutting the wider doors needed to accommodate the additional width of the lift. The 37" width is still available to recipients on the steel body bus and by accepting the 34-inch lift, this will allow more Honeycomb bus manufactures to bid. If the 34-inch lift is not allowed, it will remove bidder opportunity and could create sole source bidding.

34-inch lift width approved. Lift must have a 1,000lb capacity.

**21.2 - *Lift Doorway* -** Shall have a minimum 56-inch door height. We believe that the 56" door height does not meet ADA requirements. We believe for this class of vehicle that the ADA height needs to be 68" minimum. Please clarify. – From PART 38—AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY SPECIFICATIONS FOR TRANSPORTATION VEHICLES:

*38.25 - Door height.* For vehicles in excess of 22 feet in length, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 68 inches. For vehicles of 22 feet in length or less, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches.

*Depending on the length of vehicle submitted, if it is under 22ft, 56-inch door opening is approved.* If the vehicle is over 22ft, a 68-inch doorway is approved.

**21.5 – Lift Door**: **Vehicle shall be equipped with a fully automatic wheelchair lift mounted on the curbside of the vehicle, accessible via access doors**. - Please accept the option of a rear lift or front lift to meet the minimum seating requirements as many sub-recipients have requested both options of a front and rear lift. - Denied. Wisconsin Trans Rule 301 states shat service opening for lift or ramp shall be on the right side of the vehicle, not the rear.

**Trans 301.61 Special service opening.**

Trans 301.61(1)

**(1)** There shall be an enclosed door opening located on the right side of the HSV and far enough to the rear so that any forward mounted door when fully opened may not obstruct or interfere with the normal operation of the regular service door.

**(2)** A device shall be provided to hold doors in a wide open position of at least 90°.

**(3)** Door materials and structural strength shall be equivalent to conventional service and emergency doors.

**(4)** Each door shall have a glass window meeting the requirements of s. Trans 301.35.

**(5)** The door shall be equipped with a device that shall actuate an audible or visual signal located in the driver's compartment when door is not securely closed and latched and may deactivate when door is fully opened. This subsection shall be applicable to vehicles manufactured after January 1, 1982.

**(6)** Door panels shall enclose the complete opening in the body made necessary by the installation of a side ramp or power lift.

**History:** Cr. Register, March, 1982, No. 315, eff. 4-1-82; am. (1), (5) and (6), Register, April, 1997, No. 496, eff. 5-1-97.

Please accept the option of a double wheelchair door to insure no obstruction with the front entrance and meeting the minimum 90 degree opening. – Approved

**LINE 11 MEDIUM LG. BUS (12/2 SEATING)**

**Seating Update: In order to remain a non-CDL vehicle (having 16 people in the vehicle, including driver) we will remove the last row of double flip-down seats behind the driver and require a single flip-down seat in its place.**

**1.2 - *Dimensions*** - Please accept that the Wheelbase will be 186" not 176" as specified. The bus would be over weight in the rear on a 176" wheelbase. – 186 inches is accepted. 176 inches will be set as a minimum.

**1.3 - *Dimensions*** -Please accept an overall length of 300" and not 261". – Approved, 261 inches will be set at a minimum.

**2.14 – *Batteries* -** Please accept that battery cables will be Ford standard 2 gauge no 1/0. – Approved

**7.12 - *General Wiring* -** Please accept that wires will not be number coded, they will be function coded. – Function coding is approved

Please accept that not all connections will have lock tab connectors. – Accepted. Tab connections should be used when possible.

**11.1 - *Driver Seat*** - Please clarify if Freedman Shield reclining driver seat with four-way lumbar adjustment and right-hand armrest will meet the specifications for driver seat. – Accepted

Please accept that Freedman does not offer FTA foam for any of the Ford E-Series cutaway driver seats. – Accepted

**11.4 -** ***Driver Running Board*** - Please accept that the running board will be diamond plate not stainless steel and will have grip strut holes on the tread, not expanded metal. It will be approximately 12.5" off the ground. - Approved. Running board must be coated or protected to combat rust and corrosion.

**11.6 -** ***Passenger Seat Fold up/Down*** - Please accept that Freedman does not offer an ABS trim piece to protect the bottom of the GO-ES space saver foldaway seat. – Accepted

Please accept that per Freedman the fold up/down seat (Also known as the GO-ES space saver) is 12.75" thick when folded and therefore the folded-up seat will protrude more than 12" from the wall. – Accepted

**11.6 -** ***Passenger Seats Foldup/down - Line 9: "There should be 6 double and flip down/up seats."; or Line 11: "There should be 7 double and flip down/up seats."*** Using Freedman Seating terminology a flip seat and a foldaway seat are different. It appears to us that WISCDOT does not want flip down/up seats but wants foldaway seats. Please clarify, is our understanding correct, that WISCDOT wants all six double midback seats for HSV Line 9 [see drawing 1] and for HSV 11 all seven double midback seats [see drawing 2] to be foldaway and also have 3 Point seatbelts? Please confirm that all foldaway seats are to have 3 point seatbelts which is a change from previous contracts, or clarify. Also, both Line 9 and 11 specified seating plans could be accomplished with only two double foldaway seats and the rest of the seats could be fixed/stationary which would save WISCDOT substantial cost [see drawings 3 and 4]. Please clarify. – Correct, to clarify we would like foldaway seats. Six double midback seats for line 9 and six (plus one single foldaway) for line 11.

Three-point seatbelts are required

Please keep all ambulatory seats foldaway. We realize the additional costs but want to make the vehicle as accommodating as possible in terms of space and versatility.

**11.6 -** ***Passenger Seat Fold up/Down*** **– Vehicle should have six sets of double foldaway seats and one single foldaway seat in the rear, on the driver side. The elimination of the 7th set of double foldaway seats is to ensure that vehicle does not require a CDL.**

**13.3 - *Back Up Camera and Monitor*** - Please accept that the Back-Up camera will not be Ford OEM. Monitor is built into rearview mirror on the windshield. – Accepted

**14.1 - Air Conditioning Clarification -** Please clarify whether just the A/C condenser is to be located on the roof or whether an all-in-one A/C system on the roof is required. A/C condenser is the only part that needs to be on the roof.

**14.2 - *Heater*** - Please accept that since all seats in passenger cabin are foldaway seats, we will not be able to provide the specified under seat heater. Wall mounted heaters can still be used though. – Wall mounted heaters are accepted

**15.0 - *Flooring, Ceiling, Walls & Interior* -** Please accept that this class of vehicle is not required to be side impact tested and has not been tested. – Noted. Thank you. If the vehicle is not required to be side impact tested, the specification can be removed.

**15.6 - *Interior Finish*** - Please accept that Luan will not be used in walls or ceiling but will be used in other non-load bearing locations inside the bus such as trim pieces. – Luan used in non-load bearing locations inside the bus such as trim is acceptable.

**15.7 - *Rub Rails* -** Please accept that rub rails on bus sides will be 2" wide black rubber, ILO 4" wide metal. Approved as long as it meets Wisconsin Trans Rule 301: Rub rail specifications come from Wisconsin Trans Rule 301, and the vehicle must adhere to these requirements.

**Trans 301.28 Rub rails.**

**(1)** Every HSV originally manufactured to federal and state school bus standards with a GVWR of more than 10,000 pounds shall comply with the following requirements:

**(a)** There shall be one rub rail located approximately at seat level which shall extend from the rear side of the service door to the rear of the vehicle and one rub rail located on the left side from the front to the rear.

**(b)** There shall be one rub rail located between the floor line and 9 inches above the floor line. It shall extend over the same longitudinal distance as the upper rub rail, except where it meets the wheel housing, and which may terminate at the radii of the right and left rear corners.

**(c)** Rub rails shall be constructed of 16 gauge longitudinally corrugated or ribbed steel of at least 4-inch width. Each rub rail flange shall be attached at each body post. Pressed-in or snap-on rails are not permitted.

Trans 301.28(2)**(2)** An HSV with a GVWR of 10,000 pounds or less is not required to have rub rails.

**16.3 - *Passenger Service Door Opener*** - Please accept that an A&M entry door will have "Auto Re-opener" that will measure electrical current to sense obstruction. – Approved.

**16.4 - *Rear Emergency Door* -** Please accept that the "Emergency Exit" decals will be red letters on a white background. - – Approved. Wisconsin Trans 301 Rule only states that the letters be of contrasting or conspicuous colors.

**16.9 - *Aisle Space* -** Please accept that the distance between the tie down position and foldaway seat across the aisle is approximately 9.5" and not 12" minimum as specified.- Correction, 12 inches between seat and emergency door is only for side emergency door. We are asking for a rear emergency door.

**20.3 - *Lift Storage* -** Please accept that the lift platform will not be padded but will face the center of the bus when stowed. - Approved

**20.8 - *Lift Rollstop* -** Please accept that the Braun side barriers on the platform measure 2.5" high and not the requested 4" high. - Approved

**21.2 - *Lift Doorway* -** Shall have a minimum 56-inch door height. We believe that the 56" door height does not meet ADA requirements. We believe for this class of vehicle that the ADA height needs to be 68" minimum. Please clarify. – From PART 38—AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY SPECIFICATIONS FOR TRANSPORTATION VEHICLES:

*38.25 - Door height.* For vehicles in excess of 22 feet in length, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 68 inches. For vehicles of 22 feet in length or less, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches.

*Depending on the length of vehicle submitted, if it is under 22ft, 56-inch door opening is approved.* If the vehicle is over 22ft, a 68-inch doorway is approved.

## LINE 12 MEDIUM LG. BUS  HONEYCOMB (12/2 SEATING)

**Seating Update: In order to remain a non-CDL vehicle (having 16 people in the vehicle, including driver) we will remove the last row of double flip-down seats behind the driver and require a single flip-down seat in its place.**

**1.2 – *Wheelbase 176 inches* -** Please accept a wheelbase of 158" to allow for a smaller bus body if weight analysis is met. Request denied.

**1.3 – *Length 261 inches*** - Please allow body to be 261 as a minimum as a 176" wheelbase doesn't allow for a body at that length.

Approved, 261 inches will be set at a minimum.

Please allow for a smaller bus body overall length

Request denied

**1.4 – *Exterior Width 94 inches*** - Please change overall width to 96" as this is the common width amongst most bus bodies.

Please accept a small variance of width of +/- 5 inches as different bus bodies will have a small difference in width

Bus shall be a minimum of 94 inches wide but there is no maximum width.

**2.5 – *Fuel Tank* -** Please accept a large 40-gallon fuel tank to insure vast capacity but to also keep weight of the vehicle down as to not cause the vehicle to move to a larger chassis based on additional weight from the fuel. 40-gallon fuel tank is acceptable.

**2.7 – *Fuel Access Panel* -** Please inform if this is needed or not as there isn't a comment next to the spec.

Fuel access panel is required.

**2.14** - ***Batteries shall be readily accessible area on a pullout stainless steel tray under the body*** - Please allow for batteries to be located in stepwell, this provides better protection to the elements and eliminates issues with corroding battery tray drawers, Approved

**3.5 – *Bumpers: The rear bumper shall be installed using heavy duty brackets bolted to the frame or frame extensions (not welded). The bumper shall be bolted directly to the bumper brackets with a minimum of 8 bolts (4-each side). Bolts shall be a minimum 7/16 inch grade 8 or approved, and must have a flat transition panel from the body to the bumper.*** Please accept the rear bumper directly bolted with a minimum of 4 bolts grade 8. Approved.

**3.6** - ***Galvanized heat shielding shall run between the exhaust system and the floor of the vehicle, at a minimum, this shield shall meet OEM Up-Fitter Guide requirements, or approved equa****l* - Please allow heat shielding to terminate after rear axle as exhaust drops away from floor and would render shielding useless, and reduce rattling over time. Approved

**4.4 - *Wheel Covers (hubcaps)*** - Please accept the OEM white paint steel wheel without hubcaps. Approved.

**5.2 - *Cruise Control*** - Please indicate if cruise is needed and if OEM is acceptable - Cruise control is required. OEM is acceptable.

**6.2 – *Remote Keyless Entry*** - Please accept the OEM key entry. - Approved.

**6.3 - *Power door locks* -** Please indicate if remote power locks are needed and if OEM needs to be used – Power locks on doors are not required

**9.6 – *Brake Lights*: *A center-top 7 inch round third brake light shall be provided and it shall be an LED fixture* -** Please allow for LED third brake strip in lieu of spec'd 7 inch round – Approved

**10.2 - *Floor Lights: Floor surface in the aisles shall be a minimum of 10 foot-candles and For interior floor, seat and aisles the light fixture must maintain constant light output over a 12 volt range.*** Please allow our 6 (9 diode LED) overhead cabin lights to be sufficient lighting for floor illumination in lieu of dedicated floor lights. – Approved

**10.6 – *Driver Lights: This light shall illuminate without ignition activation* -** Please consider verbiage regarding driver light being wired without ignition activation. This could cause battery drainage if forgotten on. - Drivers light to provide general illumination does not have to be integrated into ignition activation.

**11.1 – *Driver Seat*** Please clarify the "European" style needed **-** This requirement can be deleted from the specifications.

Please accept the OEM style seating – Approved

Please accept the OEM style foam. – Approved

Please accept the OEM spring seat for even load and durability. – Approved

Please accept the OEM style headrest. – Approved

**11.2 – *Driver Seat Adjustments: 4-way adjustable lumbar (up/down and in/out)* -** Please accept the OEM seat with adjustable 4-way position. – Approved

Please clarify if this seat is to be a power or manual seat. – Can be a manually adjusted seat.

**11.4 – *Driver Running Board - Expanded metal stainless steel running board with 11 gauge expanded metal step tread, 16 gauge framing on driver's side, Maximum ground-to-step height of 12" and a minimum tread depth of 8", Must extend 6" maximum outward from driver door threshold -*** Please allow for a diamond plate running board in lieu of expanded metal. Also please remove outward threshold maximum and change to minimum as it contradicts the minimum tread depth of 8". Our step has a nice large tread depth of 12" and would extend past the 6" maximum outward from threshold. – Approved. Running board must be coated or protected to combat rust and corrosion.

Please accept the current honeycomb bus WISDOT approved stainless steel driver side running board. Vendor needs to include a specific verbiage to be approved equal. Please don't reference previous solicitations or addendums that may not be available for everyone to view. If the substitute running board meets the current specifications or approved equals in this addendum, that it is allowed.

Please accept a diamond plate running board for the honeycomb bus. – Approved. Running board must be coated or protected to combat rust and corrosion.

**11.6 - *Passenger Seat Fold up/Down* – Vehicle should have six sets of double foldaway seats and one single foldaway seat in the rear, on the driverside. The elimination of the 7th set of double foldaway seats is to ensure that vehicle does not require a CDL.**

**11.6 – *Passenger Seats (foldup/down)* -** Please indicate quantity of fold seats. I believe the spec is asking for two folds and four fixed doubles but want to make sure as floorplan doesn't differentiate between the two types. -

Please clarify the seating requirements as the spec calls for 7 double and fold seats. Based on the diagram shown, it does not label all seats as to which need to be fold. Are you asking for all 7 seats to be fold seats or is any combination of seats acceptable?

Passenger seats should all be double flip-downs, if possible. Six sets of double seats that are able to be flipped up or down, with one single flipdown seat in the rear, on the driver side. We are trying to accommodate requests from sub-recipients for more diverse seating arrangements.

Please disregard comment about the seat protruding no more than 12" is the stowed position. Seats are installed per Freedman's specifications and bases vary depending on seat. – Approved, no minimum distance from locked seat position to interior floor.

Please accept the fold seat to extend 14″ based on the rolled floor using 1-2″ of space – Approved

Please accept the legs of the fold seat are mounted to the floor of the bus and are not adjustable as the mounting is integrated into the seat frame to meet the safety standards of Trans 301 – Accepted.

Please accept the fold seat to not have an ABS trim on the bottom of the seat as that would cover the safety latch and release lever needed to operate the seat. This would also remove the option of a storage for the retractors. – Accepted

Please accept the fold seat and rigid seats will give a 12″ aisle way with +/- 1″ variance. – Aisle width must follow Wisconsin Trans Rule 301:

**Trans 301.10**

**Aisle.** Any HSV with a GVWR of more than 10,000 pounds or a vehicle with the aisle through the center of the unit shall have a minimum clearance of 12 inches leading to the emergency door when measured at any point between the seats or between any seat and emergency door frame in the case of a vehicle with a side emergency door. An open area for wheelchairs may not be considered an aisle.

Based on the current floor plan the seating option shows a 14/1+driver which will place the vehicle as a CDL required vehicle. Please amend the spec to allow a 14/0 floorplan to remove the requirement of CDL and give maximum seating compared to Line 10 which only allows 12/1. – The rear most double flip down seat on the driver side has been eliminated and replaced with a single flip down seat to ensure it does not require a CDL.

If the question above is denied, please accept a floorplan with a 14/0 to remove the requirement of CDL and give maximum seating. – The rear most double flip down seat on the driver side has been eliminated and replaced with a single flip down seat to ensure it does not require a CDL.

**12.2 - *Interior Rear-View Mirror: at least 6x30 inches* -** Please allow for a 6X16″ interior rear view mirror in lieu of 6X30. - Wisconsin Trans Rule 301 states "In addition, every HSV with a GVWR of

more than 10,000 pounds shall have an interior rearview mirror at least 6 x 30 inches overall." Mirror needs to meet this requirement.

**12.4 – *Cross View Mirror* -** Please indicate streetside or curbside placement. - A crossview mirror shall be placed on both streetside and curbside to ensure driver can view the front of the bus easily as well as the service door.

**13.1 - *OEM AM/FM Radio*** - Please allow for aftermarket am/fm radio as OEM requires chassis to be special order and could delay production times.

Please accept an aftermarket am/fm radio with front and rear speakers.

- Approved.

**13.3 - *Backup Camera and Monitor* -** Please allow for back-up camera to be integrated into rear view mirror as OEM option not available. Picture of rear is only visible in mirror while in reverse. - Approved

**13.4 – *Power Point for Aux Power in Place of Cigarette Lighter* -** Please accept OEM option of USB and/or 12v power adapters for versatile options of a power source. – Approved

**14.1 – *Air Conditioning Front and Rear* -** Please accept the A/C systems are mechanical controlled with only a few pressure switches and do not need a computer system with diagnostic plug-in options for all recipients as this will create additional costs. – Approved

**14.1 – *Condenser*** - Please accept the option of a skirt mounted condenser to keep the overall height of the vehicle lower for overhangs. – Denied. Must be roof mounted.

**14.2 – *Heater* -** Please accept the option of a tower heater. As long as the heater meets the required heating specifications (65,000 btu) and isn't a space heater, then it is approved.

**15.1 - *Flooring Underlayment: Flooring shall be a minimum of 5/8 inch thick, engineered wood with moisture barrier to resist moisture and decomposition, and sealed edges. Proposer shall indicate manufacturer of flooring provided. Minimum R-5 insulation (polyurethane foam, EPS foam or equivalent) in floor*** - Clarification, when you say engineered, do you mean plywood

with exterior grade glue? In regards to sealed edges, is normal undercoating procedures sufficient for edge sealing or do you mean something in addition to?

Please explain what is required by engineered wood?

Correct, "engineering wood" should mean plywood and exterior grade glue. Normal undercoating procedures for edging sealing are approved.

Please allow a normal undercoating process to be a sufficient moisture barrier as a synthetic moisture barrier (ex: plastic, aluminum underbelly) has the potential to trap moisture and cause early derogation of flooring material. - Approved

Please omit R-5 insolation requirement as there is no good way to protect materials (ex: Poly foam, EPS) from road debris that are attached to underside of floor. - Approved

**15.2 - *Flooring and Floor Covering*** - Please allow for Gerflor smooth non-slip flooring throughout bus in lieu of spec'd rubber flooring – Approved

**15.3 – *Wheel housing* -** Please accept a body molded wheel house on the honeycomb bus as the vehicle is a one-piece body mold. – Accepted

Please accept a fiberglass wheel housing as this will not corrode or deteriorate with weathering. – Accepted

**15.4 - *Step Flooring: Steps shall have the ability to be heated* -** Please accept first step on entrance well to be heated to satisfy spec. Approved. First step shall be headed but additional steps do not have to be heated.

Also, step nosing requirement to be even with riser is not obtainable with products available. Please allow for slight overhang with the mentality of reducing as much as possible. - Approved. Slight overhang is allowed.

Please accept a fiberglass stepwell for the Honeycomb body construction as the fiberglass will not corrode or rust. – Approved

**15.7 - *Rub Rails*** - This seems to follow a school/MFSAB spec, please allow for a rubber rub rail, 4" in width, securely affixed into a mechanically attached, molded receiving rail.

Please accept the honeycomb body is a rigid construction resin that will not dent or crease like the metal body bus and therefore does not need to have metal rails drilled into the side of the bus as

drilling into the one-piece honeycomb body may cause spider cracks unlike the metal body with fiberglass laminate.

- Rub rail specifications come from Wisconsin Trans Rule 301, and the vehicle must adhere to these requirements.

**Trans 301.28 Rub rails.**

**(1)** Every HSV originally manufactured to federal and state school bus standards with a GVWR of more than 10,000 pounds shall comply with the following requirements:

**(a)** There shall be one rub rail located approximately at seat level which shall extend from the rear side of the service door to the rear of the vehicle and one rub rail located on the left side from the front to the rear.

**(b)** There shall be one rub rail located between the floor line and 9 inches above the floor line. It shall extend over the same longitudinal distance as the upper rub rail, except where it meets the wheel housing, and which may terminate at the radii of the right and left rear corners.

**(c)** Rub rails shall be constructed of 16 gauge longitudinally corrugated or ribbed steel of at least 4 inch width. Each rub rail flange shall be attached at each body post. Pressed-in or snap-on rails are not permitted.

Trans 301.28(2)**(2)** An HSV with a GVWR of 10,000 pounds or less is not required to have rub rails.

**16.1 - *Passenger Service Door -*** Please accept OEM defrost vents located on both the driver and passenger side for clearing the windshield and side glass view. Service door must adhere to specifications in Wisconsin Trans Rule 301:

**Trans 301.30 Service door.**

**(1)** Service door shall be located on right side of vehicle.

**(2)** Service door shall be so designed as to prevent accidental opening.

**(3)** In a vehicle of more than 10,000 pounds GVWR, the lower as well as upper panels shall be of safety glass as follows:

Trans 301.30(3)(a)

**(a)** The bottom of the lower glass panel may not be more than 35 inches from the ground when vehicle is unloaded.

**(b)** The upper glass shall be hermetically sealed or the vehicle shall be equipped with a defrosting device to assure the driver has a clear view out of the service door glass.

**History:** Cr. Register, March, 1982, No. 315, eff. 4-1-82; renum. (1) to be Trans 301.03 (8) and am., renum. (2) to (4) to be (1) to (3) and am. (3), Register, April, 1997, No. 496, eff. 5-1-97.

**16.3 – *Service Door Opener*: The entry door shall be equipped with a sensitive edge as standard that will reopen the door when closed on a passenger or object in the doorway - Please** remove the need for a sensitive edge on the entry door as it will be controlled by the driver and interlocked when doing so. This door is not an automatic door and cannot close without an operator doing so. – Approved

**16.4 - *Rear Emergency Door -*** Please accept a roof hatch emergency exit in lieu of the rear door. – Denied. Vehicles shall have a rear emergency door that complies with Wisconsin Trans Rule 301

**16.9 - *Aisle Space: Shall have a minimum clearance of 12 inches leading to the emergency door when measured at any point between the seats or between any seat and emergency door frame in the case of a vehicle with a side emergency door.*** Please clarify that this 12" between seat and emergency door frame is only needed when a side emergency door is provided and doesn't pertain to rear emergency door. - Correct, 12 inches between seat and emergency door is only for side emergency door. We are asking for a rear emergency door.

**17.2 - *Passenger Windows Tint Windows shall have anodized black finish. Maximum tinting shall be 31% light transmittance -*** Please allow for 24% light transmittance in lieu of spec'd 31%. - Approved.

**20.1 - *Lift General: A minimum of four (4) support bars installed underneath the floor are required. -*** Please accept 2 frame mounted cross rails for mounting in lieu of smaller added support bars as the cross rails will provide added strength and support over smaller support bars. – Approved

**20.3 – *Lift Storage: When in the stored position, the surfaces of the lift facing the center and to the rear shall also be padded to prevent injury in case of contact in an accident -*** Please remove

this option as the wheelchair lift will have a station for passenger seated behind the wheelchair lift and the wheelchair passengers will be on the opposite side of the bus with an aisle way between the lift and the seating area. – Approved

Please explain if this is a request for a lift cover or if the standard lift padding and station is acceptable. – Standard lift padding is acceptable

**20.5 – *Lift Width: 37 inches* -** In lieu of the 37" platform, please approve the use of a 34" platform at the 1,000lbs capacity.

Please accept for the Honeycomb bus body a lift width of 34-inches with a 1000lb as the steel body construction bus will provide this option to sub-recipients

Please accept for the Honeycomb bus body a lift width of 34-inches as the honeycomb body is a true one-piece molded construction that does not allow for cutting the wider doors needed to accommodate the additional width of the lift. The 37" width is still available to recipients on the steel body bus and by accepting the 34-inch lift, this will allow more Honeycomb bus manufactures to bid. If the 34-inch lift is not allowed, it will remove bidder opportunity and could create sole source bidding.

34-inch lift width approved. Lift must have a 1,000lb capacity.

**21.2 - *Lift Doorway* -** Shall have a minimum 56-inch door height. We believe that the 56" door height does not meet ADA requirements. We believe for this class of vehicle that the ADA height needs to be 68" minimum. Please clarify. – From PART 38—AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY SPECIFICATIONS FOR TRANSPORTATION VEHICLES:

*38.25 - Door height.* For vehicles in excess of 22 feet in length, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 68 inches. For vehicles of 22 feet in length or less, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches.

*Depending on the length of vehicle submitted, if it is under 22ft, 56-inch door opening is approved.* If the vehicle is over 22ft, a 68-inch doorway is approved.

**21.5 – Lift Door**: **Vehicle shall be equipped with a fully automatic wheelchair lift mounted on the curbside of the vehicle, accessible via access doors**. - Please accept the option of a rear lift or front lift to meet the minimum seating requirements as many sub-recipients have requested both

options of a front and rear lift. - Denied. Wisconsin Trans Rule 301 states shat service opening for lift or ramp shall be on the right side of the vehicle, not the rear.

**Trans 301.61 Special service opening.**

Trans 301.61(1)

**(1)** There shall be an enclosed door opening located on the right side of the HSV and far enough to the rear so that any forward mounted door when fully opened may not obstruct or interfere with the normal operation of the regular service door.

**(2)** A device shall be provided to hold doors in a wide open position of at least 90°.

**(3)** Door materials and structural strength shall be equivalent to conventional service and emergency doors.

**(4)** Each door shall have a glass window meeting the requirements of s. Trans 301.35.

**(5)** The door shall be equipped with a device that shall actuate an audible or visual signal located in the driver's compartment when door is not securely closed and latched and may deactivate when door is fully opened. This subsection shall be applicable to vehicles manufactured after January 1, 1982.

**(6)** Door panels shall enclose the complete opening in the body made necessary by the installation of a side ramp or power lift.

**History:** Cr. Register, March, 1982, No. 315, eff. 4-1-82; am. (1), (5) and (6), Register, April, 1997, No. 496, eff. 5-1-97.

Please accept the option of a double wheelchair door to insure no obstruction with the front entrance and meeting the minimum 90 degree opening. – Approved