


Note: Responses are in the body of the Addendum 2

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	1
Proposer:	GILLIG LLC
RFP Section:	10. PROPOSAL CONTENT & SUBMISSION
Page:	RFP-8
Customer Specification Requirement:	
B. PROPOSAL CONTENT	
6. PROPOSER'S QUALIFICATOINS	
C. Proposer must submit a copy of their latest audited financial statement completed by a certified public accountant within the past 18 months.	
Questions/Clarification or Approved Equal:	
GILLIG LLC is a privately held California company with the financial ability to complete this procurement. We have a fully operational, fully staffed manufacturing plant located in Hayward, California to manufacture the vehicles proposed in compliance with specifications.	
We request approval to delete the submission of our "Confidential" financial report with the bid documents.	
We can supply the "Confidential" Financial Report on request during the negotiation process for discussion.	
Please advise.	
Agency Action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response:	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	2
Proposer:	GILLIG LLC
RFP Section:	13. OTHER REQUIREMENTS
Page:	RFP-15
Customer Specification Requirement: B. PERFORMANCE SECURITY The Contractor shall furnish at its own expense a Performance Bond <u>completed on LAVTA's form</u> , a sample of which is included herewith as Appendix C.	
Questions/Clarification or Approved Equal: GILLIG requests approval to provide our Performance Bond issued by our surety company on their standard form. A sample is attached for your review and approval. Our surety company is licensed to do business in your State. Please advise.	
 Performance Bond.pdf	
Agency Action:	<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response:	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	3		
Proposer:	GILLIG LLC		
RFP Section:	13. OTHER REQUIREMENTS		
Page:	RFP-20		
Customer Specification Requirement:			
K. DELIVERY/TIME FOR PERFORMANCE			
For each category of buses, the delivery of the initial order of LAVTA's buses shall occur as follows.			
1. PRODUCTION BUSES			
Delivery of coaches shall be no later than 365 calendar days after the close of the calendar quarter (i.e., March 31, June 30, September 30, December 31) in which the Procuring Agency's purchase order is delivered to the Contractor.			
Questions/Clarification or Approved Equal:			
GILLIG respectfully requests approval to revise the delivery of the coaches to LAVTA to within 16 months of the date of receipt of purchase order.			
Agency Action:	<input type="checkbox"/>	Approved	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	4		
Proposer:	GILLIG LLC		
RFP Section:	13. OTHER REQUIREMENTS		
Page:	RFP-21		
Customer Specification Requirement:			
K. DELIVERY/TIME FOR PERFORMANCE			
4. DAMAGE BY CONTRACTOR			
All risk of damage or loss to the buses up to the time of delivery to LAVTA at the specified location shall be the responsibility of the Contractor. Any materials or equipment found to be damaged or defective at the time of delivery shall be repaired, replaced, or corrected at no additional cost to LAVTA. LAVTA may deduct any costs it incurs for such repairs, replacement, or correction from any payments due if Contractor fails to comply with the requirements of this section.			
Questions/Clarification or Approved Equal:			
GILLIG requests concurrence and approval that the assumption of risk of loss of the bus transfers to the Agency upon delivery of each bus to the Agency's receiving facility, and confirmed by a signed receipt from the Agency's designated agent. Any defects or damage noted on this receipt will be the Contractor's responsibility.			
This request is for insurance purposes and complies with the wording in the APTA Standard Bus Procurement Guidelines.			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			Denied
			See response below
Agency Response: This issue can be discussed during negotiations with the successful proposer(s).			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	5		
Proposer:	GILLIG LLC		
RFP Section:	13. OTHER REQUIREMENTS		
Page:	RFP-22		
Customer Specification Requirement:			
L. INSPECTION/ACCEPTANCE/PAYMENT			
If such conditional acceptance is given, LAVTA will pay the invoice for each coach, less a retention of 5% of the invoice cost for each bus that is conditionally accepted. The retention will be held until all outstanding acceptance issues have been resolved to the satisfaction of LAVTA and LAVTA issues a final acceptance notice for each bus.			
Questions/Clarification or Approved Equal:			
In the event the procuring agency elects to conditionally accept buses with outstanding repairs, GILLIG requests reduction of the retention to the current industry standard of two (2) percent of the total cost of each delivered and accepted vehicle.			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			Denied
			See response below
Agency Response: This issue can be discussed during negotiations with the successful proposer(s).			


**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	6		
Proposer:	GILLIG LLC		
RFP Section:	15. RFP SUBMITTAL CHECKLIST OF REQUIRED ITEMS		
Page:	RFP-44		
Customer Specification Requirement:			
2. TABLE OF CONTENTS			
	<ul style="list-style-type: none"> • ____ (a) Most recent audited financial statement 		
Questions/Clarification or Approved Equal:			
<p>GILLIG LLC is a privately held California company with the financial ability to complete this procurement. We have a fully operational, fully staffed manufacturing plant located in Hayward, California to manufacture the vehicles proposed in compliance with specifications.</p> <p>We request approval to delete the submission of our "Confidential" financial report with the bid documents.</p> <p>We can supply the "Confidential" Financial Report on request during the negotiation process for discussion.</p> <p>Please advise.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			See response below
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	7		
Proposer:	GILLIG LLC		
RFP Section:	14. RESPONSIBILITY: INDEMNIFICATION		
Page:	APPENDIX A, PAGE 5		
Customer Specification Requirement:			
<p>The CONTRACTOR shall indemnify, keep and save harmless LAVTA, and its directors, officers, agents and employees against any and all suits, claims, or actions arising out of any injury to persons or property, including but not limited to damages arising from the infringement of intellectual property rights of third parties, that may occur, or that may be alleged to have occurred, arising from the performance of this Agreement by the CONTRACTOR caused by a negligent act or omission of the CONTRACTOR or its employees, subcontractors or agents. The CONTRACTOR further agrees to defend any and all such actions, suits, or claims and pay all charges of attorneys and all other incurred costs and expenses. If any judgment is rendered against LAVTA or any of the other individuals enumerated above in any such action, CONTRACTOR shall, at its expense, satisfy and discharge the same. This indemnification shall survive termination or expiration of this Agreement.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests the addition of the following wording to this paragraph: Contractor shall not be responsible to indemnify, defend, keep and save harmless the agency, it's officials, employees and agents against injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgements, costs and expenses which arise or accrue against the agency soley as the result of intentional or negligent acts on the part of the agency, it's agents, officials or employees.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input checked="" type="checkbox"/>
Agency Response: This issue can be discussed during negotiations with the successful proposer(s).			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	8								
Proposer:	GILLIG LLC								
RFP Section:	15. INSURANCE								
Page:	APPENDIX A, PAGE 5								
<p>Customer Specification Requirement: The insurance requirements specified in this section shall apply to CONTRACTOR and any subcontractors, suppliers, temporary workers, independent contractors, leased employees, or any other persons, firms or corporations that CONTRACTOR authorizes to work under this Agreement (hereinafter collectively referred to as "Agents"). CONTRACTOR is required to procure and maintain at its sole cost and expense the insurance coverages subject to all of the requirements set forth below.</p>									
<p>Questions/Clarification or Approved Equal: GILLIG maintains and pays the premiums for insurance of the types and limits it deems sufficient for its protection.</p> <p>Enclosed is a copy of our Certificate of Liability Insurance for your information and approval.</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center; margin: 0;">Insurance Cert 2016.pdf</p>									
<p>Agency Action:</p> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center; width: 25%;"><input type="checkbox"/></td> <td style="text-align: center; width: 25%;">Approved</td> <td style="text-align: center; width: 25%;"><input type="checkbox"/></td> <td style="text-align: center; width: 25%;">Denied</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">See Addendum</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;">See response below</td> </tr> </table>		<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>	See response below
<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied						
<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>	See response below						
<p>Agency Response: LAVTA has examined the provided certificate of insurance, and it IS acceptable. But, if proposers are unable to meet any of the required endorsements, proposers will need to notify LAVTA when their proposal is submitted.</p>									


**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	9		
Proposer:	GILLIG LLC		
RFP Section:	15. INSURANCE		
Page:	APPENDIX A, PAGE 6		
Customer Specification Requirement:			
A. TYPES OF INSURANCE			
2. COMMERCIAL GENERAL LIABILITY INSURANCE			
Products and completed operations insurance shall be maintained for three years following termination of this Agreement.			
Questions/Clarification or Approved Equal:			
GILLIG maintains and pays the premiums for insurance of the types and limits it deems sufficient for its protection through the manufacturing process, and through delivery and acceptance at the Agency property.			
Upon delivery of the transit vehicles, the Agency, as the new Legal Owner, would be responsible to obtain and pay the premiums for insurance of the types and limits it requires for its protection.			
GILLIG requests deletion of the requirement to maintain insurance for three years following termination of this Agreement. The Warranty Coverage section of the contract documents would cover the vehicles as required, and is administered by our Service Warranty Department.			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			Denied
			See response below
Agency Response: This issue can be discussed during negotiations with the successful proposer(s).			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	10		
Proposer:	GILLIG LLC		
RFP Section:	15. INSURANCE		
Page:	APPENDIX A, PAGE 7		
Customer Specification Requirement:			
B. ENDORSEMENTS			
1. ADDITIONAL INSURED			
The referenced policies and any Excess or Umbrella policies shall include as Additional Insureds LAVTA and its directors, officers, employees, volunteers and agents while acting in such capacity, and their successors or assignees, as they now, or as they may hereafter be constituted, singly, jointly or severally.			
Questions/Clarification or Approved Equal:			
GILLIG respectfully requests the sentence above be amended to read as follows:			
With the exception of the workers' compensation policy, the referenced policies and any Excess or Umbrella policies shall include as Additional Insureds LAVTA and its directors, officers, employees, volunteers and agents while acting in such capacity, and their successors or assignees, as they now, or as they may hereafter be constituted, singly, jointly or severally.			
GILLIG wishes to advise that with workers compensation there is no additional insured since employees are employees of Contractor (GILLIG) and not LAVTA.			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			Denied
			See response below
Agency Response: This issue can be discussed during negotiations with the successful proposer(s).			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	11
Proposer:	GILLIG LLC
RFP Section:	PERFORMANCE BOND
Page:	
Customer Specification Requirement: PERFORMANCE BOND FORM	
<p>Questions/Clarification or Approved Equal: GILLIG requests approval to provide our Performance Bond issued by our surety company on their standard form. A sample is attached for your review and approval. Our surety company is licensed to do business in your State.</p> <p>Please advise.</p>	
 <p>Performance Bond.pdf</p>	
Agency Action:	<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response: LAVTA has examined the provided performance bond and it is NOT acceptable; proposers will need to use LAVTA's performance bond form.	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	12		
Proposer:	GILLIG LLC		
RFP Section:	13.K		
Page:	20		
Customer Specification Requirement:			
<p>The Contractor shall prepay all costs of delivery of each bus, shall deliver all material at its own cost and expense to this designated location, and shall bear all risk of damage to or loss of the bus while in transit. LAVTA shall reimburse Contractor for delivery costs of the buses in accordance with the proposed price set forth in Appendix B, Section 2.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests clarification on the statement that LAVTA shall reimburse the contractor for delivery costs of the buses. Is LAVTA going to issue payment to GILLIG for buses that have been delivered and charged a delivery fee?</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response: Delivery costs should be included in the quoted per price bus cost. Contractor will pay for all such costs, which will be reimbursed by LAVTA when it pays Contractor for the accepted bus(es).			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	13		
Proposer:	GILLIG LLC		
RFP Section:	13.K.3		
Page:	21		
Customer Specification Requirement:			
<p>Prior to delivery, each vehicle shall be completely serviced by the Contractor or by an authorized dealer of the Contractor in a service shop within the state of California.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to delete the requirement for each vehicle to be completely serviced by the contractor prior to delivery. Due to the nature of this procurement and different consortium members the cost to completely service the different Agency's buses will vary greatly.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input checked="" type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See response below
Agency Response: LAVTA shall agree to the following: Each vehicle shall be ready for placement in service upon acceptance by agency's representative inspector prior to departure from assembly plant.			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	14		
Proposer:	GILLIG LLC		
RFP Section:	13.K.3		
Page:	21		
Customer Specification Requirement:			
Each vehicle shall be ready for placement in service upon delivery and acceptance. Reference Appendix R.			
Questions/Clarification or Approved Equal:			
GILLIG requests concurrence that each vehicle shall be ready for service upon delivery, with the exception of any software configuration or system tests that require the Agency's specific location or signals to make specific hardware, software or equipment operate properly. The main systems noted are the video surveillance and ITS systems that might require antennas, GPS or other signals to operate properly that are only available at the Agency's location.			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See response below
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	15		
Proposer:	GILLIG LLC		
RFP Section:	13.K.5.B		
Page:	21		
Customer Specification Requirement:			
<p>The following items must be furnished by the Contractor upon delivery of each vehicle: operator's manual for vehicle and all add-on equipment.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to provide the operators and all add-on equipment 2 weeks after delivery of the first bus. GILLIG is a custom bus manufacture and as such so are our manuals. Shipping the manuals 2 weeks after deliver allows for custom manuals to include all changes up to the time the buses are delivered, which may include at a minimum changes requested by the Agency at the time of build or during inspection prior to delivery.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	16			
Proposer:	GILLIG LLC			
RFP Section:	13.K.5.E			
Page:	21			
Customer Specification Requirement:				
<p>The following items must be furnished by the Contractor upon delivery of each vehicle:vehicles(s) free of dealer signs and manufacturer emblems.</p>				
Questions/Clarification or Approved Equal:				
<p>GILLIG wishes to advise the Agency that the "GILLIG" name will be provided in the following locations only:</p> <ol style="list-style-type: none"> 1. Horn button - Center of steering wheel 2. Light bar - High mounted below destination sign compartment 3. Dash gauges - Center of dash 4. Front cap - Embossed lower front 5. License plate pocket - Rear of bus 6. License plate frames - Front and rear 				
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input checked="" type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See response below
Agency Response:				

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	17		
Proposer:	GILLIG LLC		
RFP Section:	13.K.5.G		
Page:	22		
Customer Specification Requirement:			
<p>The following items must be furnished by the Contractor upon delivery of each vehicle: All required documents for securing vehicle title completely executed by the manufacturer/dealer and ready for submission to the Department of Motor Vehicles (i.e., CA Certified Weight Certificate, Vehicle Certificate of Origin). The manufacturer warrants that the title will pass to LAVTA free of any liens, mortgages and encumbrances, financing statements, claims, and demands of any character.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to supply the adequate documents for registering the bus no later than 10 days after delivery of buses to the Agency.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	18		
Proposer:	GILLIG LLC		
RFP Section:	13.N.5		
Page:	26		
Customer Specification Requirement:			
<p>Fleet defect repairs and modifications shall also be applied to units that are no longer covered under warranty, but only if they are still within three years or 36,000 miles from the in-service date.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG respectfully clarifies that the fleet defect provision only applies during the original warranty period and not any extended coverage period. Also, GILLIG clarifies that in the event of a fleet defect, the coverage after the repair is for the time and/or miles of the unexpired original warranty as defined in the APTA/FTA Standard Bus Procurement Guidelines.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input checked="" type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See response below
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	19		
Proposer:	GILLIG LLC		
RFP Section:	13.N.15		
Page:	28		
Customer Specification Requirement:			
<p>Labor – LAVTA shall be reimbursed by the Contractor for labor. The reimbursement amount shall be determined by multiplying the number of work hours actually required to diagnose and correct the defect by the current labor rate (inclusive of benefits) in effect at the time of repair, plus forty percent (40%) overhead and administrative charges.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests information on the actual dollar per hour wage rate for the mechanics called for in this section.</p> <p>GILLIG also request to provide the straight wage rate plus the standard 25% for fringe benefits as a compensation base for any work done under this section.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response: LAVTA contracts fleet maintenance to MV transportation. Their current labor rate is \$35.00 however that is subject to change.			

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RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	20		
Proposer:	GILLIG LLC		
RFP Section:	13.N.15		
Page:	28		
Customer Specification Requirement:			
<p>Other – The cost of towing the coach, if such action is necessary, shall also be reimbursable, whether done by LAVTA employees or by an outside contractor. Towing reimbursement shall remain in effect throughout the time periods set forth in paragraphs 1 and 2 above.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests deletion of the requirement for the manufacturer to reimburse towing charges. The bus manufacturer has no control over this decision (tow/repair on site), and due to widely varying guidelines and criteria involved, it is impossible to predict the cost impact in the bid process. GILLIG, as well as other manufacturers have in the past experienced major administrative problems and costs regarding towing charges.</p> <p>Additionally, as a clarification, GILLIG cannot pay any towing beyond the basic bus warranty, as this would increase the unrecoverable costs even further.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	21
Proposer:	GILLIG LLC
RFP Section:	13.N.15
Page:	28
Customer Specification Requirement:	
Method – Warranty reimbursement shall be made through a warranty claim form. LAVTA will provide the following information on such form: LAVTA part number.	
Questions/Clarification or Approved Equal:	
GILLIG would like to clarify that the GILLIG part number is required on warranty forms for proper processing.	
Agency Action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response:	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	22		
Proposer:	GILLIG LLC		
RFP Section:	13.N.O		
Page:	29		
Customer Specification Requirement:			
<p>The Contractor shall keep all maintenance manuals, parts manuals, and related technical documentation up-to-date and available to LAVTA at no charge for a minimum period of twelve (12) years after the date of acceptance of the coaches furnished under this contract.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG would like to clarify that manuals will be kept up to date for the term specified in this section, but if additional manuals are required above and beyond what were initially provided under this contract they can be obtained from our parts department at a minimal cost.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	23		
Proposer:	GILLIG LLC		
RFP Section:	Q.6		
Page:	30		
Customer Specification Requirement:			
<p>Ten (10) current coach part manuals applicable to the coaches provided under this contract, including all subsystems and components, whether manufactured by the Contractor or purchased ready made from an outside source. This manual shall include detailed dimensional drawings for all glazing used in the coach (windows, windshield and doors) to allow future replacement. An index shall be provided at the front of the manual that contains a numerical listing to section reference and alpha part description to section of reference. Four (4) manuals shall have all pages laminated in clear plastic;</p>			
Questions/Clarification or Approved Equal:			
GILLIG requests approval to provide an index at the rear of our parts book.			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	24		
Proposer:	GILLIG LLC		
RFP Section:	13.N.R		
Page:	32		
Customer Specification Requirement:			
<p>Vehicle Operations Training - The vehicle operation training will be provided to a team of Operator Trainers and will cover a minimum of two classes at four (4) hours per class.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/> Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/> See response below
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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Request #:	25		
Proposer:	GILLIG LLC		
RFP Section:	13.N.R		
Page:	32		
Customer Specification Requirement:			
<p>Basic Vehicle Orientation - A basic vehicle orientation class for mechanics, service workers, and supervisors will be conducted which provides an overview of the vehicle, service access locations to all major components, locations of all daily service items on the bus, location of all diagnostic ports, and other general operations and of vehicle maintenance. A minimum of six classes at four (4) hours per class will be provided.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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Request #:	26		
Proposer:	GILLIG LLC		
RFP Section:	13.N.R		
Page:	32		
Customer Specification Requirement:			
<p>Bus Maintenance - A detailed twenty-four (24) hour class covering the bus air system, doors, suspension, body and other minor systems will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	27		
Proposer:	GILLIG LLC		
RFP Section:	13.N.R		
Page:	32		
Customer Specification Requirement:			
<p>Bus Electrical - A detailed twenty-four (24) hour class covering the bus electrical system including the charging/starting circuit, 12/24 volt power distribution, multiplex system, and all electrical schematics will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	28		
Proposer:	GILLIG LLC		
RFP Section:	13.N.R		
Page:	32		
Customer Specification Requirement:			
<p>AC/Heat System - A detailed twenty-four (24) hour class covering the bus heating and air conditioning system operations, maintenance, diagnostics and troubleshooting will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests the number of students per class that are required under this contract.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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Request #:	29				
Proposer:	GILLIG LLC				
RFP Section:	13.N.R				
Page:	32				
Customer Specification Requirement:					
<p>Engine - A detailed forty (40) hour class covering the engine and exhaust after treatment system provided that includes engine familiarization, electronic controls, mechanical and electronic diagnostics, exhaust system operation, maintenance and diagnostics, component replacement of exhaust key components will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p>					
Questions/Clarification or Approved Equal:					
<p>GILLIG requests the number of students per class that are required under this contract.</p>					
Agency Action:					
	<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied	
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>	See response below	
Agency Response: There shall be no more than 12 students per A/C class.					

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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Request #:	30
Proposer:	GILLIG LLC
RFP Section:	13.N.R
Page:	32
Customer Specification Requirement:	
Transmission - A detailed thirty-two (32) hour class covering the transmission provided that includes transmission familiarization, operation, electronic controls, mechanical and electronic diagnostics will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.	
Questions/Clarification or Approved Equal:	
GILLIG requests the number of students per class that are required under this contract.	
Agency Action:	<input type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input checked="" type="checkbox"/> See response below
Agency Response: There shall be no more than 12 students per A/C class.	

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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	31		
Proposer:	GILLIG LLC		
RFP Section:	13.N.R		
Page:	33		
Customer Specification Requirement:			
<p>Destination Sign System - A detailed four (4) eight (8) in APTA hour class covering the destination sign system including operations, maintenance, diagnostics and troubleshooting, and component replacement will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests the number of students per class that are required under this contract.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response: There shall be no more than 12 students per A/C class.			

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Request #:	32		
Proposer:	GILLIG LLC		
RFP Section:	13.N.R		
Page:	33		
Customer Specification Requirement:			
<p>Destination Sign System Programming - A detailed eight (8) hour class covering the destination sign system including use of the programming software, loading LAVTA's destination sign listing into the system, sign list updates, programming features, and transfer of program to individual buses will be provided for LAVTA's designated sign programmers. A minimum of two classes will be provided.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests the number of students per class that are required under this contract.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
<p>Agency Response: There shall be no more than 12 students per A/C class.</p>			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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Request #:	33		
Proposer:	GILLIG LLC		
RFP Section:	4.1.E		
Page:	2		
Customer Specification Requirement:			
<p>mileage intervals. Routine scheduled maintenance actions, such as filter replacement and adjustments, shall not be required at intervals of less than 6,000 miles, except for routine daily service performed during the fueling operations. Higher levels of scheduled maintenance tasks shall occur at even multiples of mileages for lower level tasks.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG would like to advise the Agency that all maintenance tasks should occur at the manufactures recommended interval and those intervals may not be at even multiples.</p>			
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response: LAVTA may or may not accept this based on the "recommended interval" and may determine that the vendor is therefore not responsive to this requirement. This issue can be negotiated with the successful proposer(s).			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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Request #:	34		
Proposer:	GILLIG LLC		
RFP Section:	4.1.H		
Page:	3		
Customer Specification Requirement:			
<p>The unit shall be delivered fully operational and ready for revenue service with all necessary equipment and accessories.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG would like to clarify that buses delivered will be delivered with all necessary equipment and accessories as required under this contract. The Agency is responsible for programming, software and hardware necessary for the bus to work with the Agency's infrastructure after delivery of the bus. Some systems that are required under this contract can only be tested and only work within the operating range of the Agency's system and area.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	35		
Proposer:	GILLIG LLC		
RFP Section:	4.1.1		
Page:	3		
Customer Specification Requirement:			
<p>The low floor vehicle platforms are included in this specification and are generally described as 102" wide, low floor 30, 35, and 40 foot heavy-duty transit coaches. Approximate dimensions desired are as follows:</p>			
Questions/Clarification or Approved Equal:			
GILLIG requests approval to provide the approximate dimensions. These are standard on the GILLIG bus.			
	30' Bus	35' Bus	40' Bus
Length - Over Body	30'	35'	40'
Width - Over Body	102"	102"	102"
Height (Tailpipe)	122"	122"	122"
Wheelbase	162.8"	230"	279"
Floor Height (Maximum)	16.6"	16"	16"
Rear Overhang (not to exceed)	116"	121.1"	121.1"
Floor Height	35"	35"	35"
Front Step Height (Maximum)	15.5"	15.5"	15.5"
Wheel Base	162.8"	230"	279"
Interior Headroom (Maximum)	95"	95"	95"
Aisle Width (Minimum)	21.5" (+/- 0.5")	21.5" (+/- 0.5")	21.5" (+/- 0.5")
Door Width – Front (Clear)	34"	34"	34"
Curb Weight Max. GVW	23,500 lbs.	26,410 lbs.	27,900 lbs.
Vehicle GVWR	30,000 lbs.	39,600 lbs.	39,600 lbs.
Turning Radius (Front Body Corner - Maximum)	29.9'	37.4"	44.2"
Approach angle – Minimum	8.5°	8.5°	8.5°
Break-over angle	14.6°	12.8°	10.7°
Departure angle – Minimum	8.1°	8.8°	8.8°
Agency Action:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied	
	<input type="checkbox"/> See Addendum	<input type="checkbox"/> See response below	
Agency Response:			

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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	36
Proposer:	GILLIG LLC
RFP Section:	8.6.A
Page:	8
Customer Specification Requirement:	Air suspension system shall consist of four (4) rear and four (4) front Rolling Lobe Firestone air bellows
Questions/Clarification or Approved Equal:	GILLIG would like to clarify that due to the varying design of the different lengths of buses and types required under this contract that Firestone, Goodyear or Contitech air bellows may be used.
Agency Action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response:	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	37		
Proposer:	GILLIG LLC		
RFP Section:	8.6.A		
Page:	8		
Customer Specification Requirement:			
Air suspension system shall consist of four (4) rear and four (4) front Rolling Lobe Firestone air bellows and three (3) leveling valves as manufactured by Delco			
Questions/Clarification or Approved Equal:			
GILLIG requests approval to provide suspension leveling valves manufactured by Barksdale, rather than the leveling valves specified. This premium valve is standard on the GILLIG Low Floor bus.			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	38
Proposer:	GILLIG LLC
RFP Section:	8.6.D
Page:	8
Customer Specification Requirement:	
	Metal air chambers, if used, shall be guaranteed by the manufacturer for the life of the coach.
Questions/Clarification or Approved Equal:	
	GILLIG request approval to delete the requirement for the air chambers to be guaranteed by the contractor for the life of the bus. Air chambers have internal components that can fail during the life of the bus and may need to be replaced.
Agency Action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response:	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	39			
Proposer:	GILLIG LLC			
RFP Section:	8.6.F			
Page:	8			
Customer Specification Requirement:				
Each axle shall have front radius rods manufactured by Clevite and rear radius rods manufactured by O&S.				
Questions/Clarification or Approved Equal:				
GILLIG requests approval to provide O&S, Tenneco or Clevite radius rods due to the different style and lengths of vehicles required under this contract.				
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See response below
Agency Response:				

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	40		
Proposer:	GILLIG LLC		
RFP Section:	9.3.B		
Page:	10		
Customer Specification Requirement:			
Brake valve shall be a Bendix-Westinghouse "E-6."			
Questions/Clarification or Approved Equal:			
GILLIG requests approval to provide the Bendix E-8P brake application valve rather than the E-6 valve specified. The E-8P valve is the standard on the GILLIG Low Floor bus and requires less foot travel for complete brake application.			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	41		
Proposer:	GILLIG LLC		
RFP Section:	9.3.B		
Page:	11		
Customer Specification Requirement:			
<p>The parking brake shall be actuated and exhausted by a manual "push-pull" valve. The valve shall apply the brakes by pushing "in" and release the brakes by pulling "out."</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to provide a Bendix Model PP-1 parking brake valve (pull to apply, push to release) located to the left of the driver.</p> <p>This is standard on the GILLIG coach.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	42		
Proposer:	GILLIG LLC		
RFP Section:	10.2.A		
Page:	12		
Customer Specification Requirement:			
<p>Air reservoirs shall be of adequate capacity for supplying the air volume needs of the coach. All air tanks shall be equipped with four (4) drain valves mounted on the road side, and have pull cords at lower skirt curbside.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to delete the requirement for all air tanks to be equipped with flush type drain valves.</p> <p>The air reservoirs on a Low Floor bus are mounted in the roof structure in an air tank compartment under the roof making this type valve impractical.</p> <p>GILLIG will supply four (4) drain valves on the road side of the bus conveniently located approximately waist high above the battery box.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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Request #:	43		
Proposer:	GILLIG LLC		
RFP Section:	10.1		
Page:	13		
Customer Specification Requirement:			
<p>The switches shall be connected in parallel and shall trigger a red indicator "LOW AIR" light and an audible alarm when the air pressure of any reservoir is below 90 p.s.i.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to install the low air pressure switches on the supply, primary and secondary air tanks. These switches connected in parallel, cause red indicator lights "low air" to be on and an audible alarm sounds when air pressure on any reservoir is below 60 psi.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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Request #:	44
Proposer:	GILLIG LLC
RFP Section:	11.1.D
Page:	14
Customer Specification Requirement:	
	The rear mounts for the engine shall be attached to engine bell housing.
Questions/Clarification or Approved Equal:	
	GILLIG advises the Agency that with a T-drive configuration, the Allison B400R transmission bolts directly to the engine. No rear mounts are required.
Agency Action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response:	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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Request #:	45			
Proposer:	GILLIG LLC			
RFP Section:	11.5			
Page:	15			
Customer Specification Requirement:				
Flexible lines (air, fuel and oil) in the engine compartment, shall be FC300 Aero Quip with reusable fittings.				
Questions/Clarification or Approved Equal:				
<p>GILLIG will provide AeroQuip FC300 premium "Blue" cloth covered steel braided hose for the hydraulic system in the engine compartment. Due to bend radius, the supply line (#20 hose) on the hydraulic reservoir will be AeroQuip FC350 heavy duty "Black" cloth covered steel braided. Due to pressure requirements the hydraulic pump output hose will be Aeroquip #444 high pressure hose.</p> <p>The fuel lines within the engine compartment that go from the fuel supply to the fuel filters and fuel pump are AeroQuip FC350 heavy duty "Black" cloth covered steel braided hose.</p> <p>The engine oil lines within the engine compartment that go from the primary oil filters to the remote mounted filter and the oil pan are AeroQuip FC300 premium "Blue" cloth covered steel braided hose.</p> <p>The engine coolant lines within the engine compartment that go from the engine to/from the remote mounted coolant filter and the deaeration hoses to/from the surge tank AeroQuip FC300 premium "Blue" cloth covered steel braided hose.</p> <p>The air line from the compressor to the bulkhead and the bulkhead to the air dryer is a #16 AeroQuip FC186 braided stainless steel hose. This hose has an adequate pressure rating and is used to help promote heat dissipation.</p> <p>GILLIG requests approval for this standard, proven installation.</p>				
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See response below
Agency Response:				

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Request #:	46		
Proposer:	GILLIG LLC		
RFP Section:	11.8.H		
Page:	17		
Customer Specification Requirement:			
<p>Underbody fuel lines shall be stainless steel braided Teflon. Lines shall be sized to meet the requirements of the engine manufacturer.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval for fuel lines constructed of stainless steel tube hard lines and Aeroquip premium FC350 hose for the flexible lines.</p> <p>This is our standard configuration that is industry accepted and has been engineered, tested, and field proven over an extended time period. Using our standard configuration ensures the best product performance, the best pricing and the best support (service parts stocking, service manual references, field service familiarity, etc.) Non-standard configurations usually cannot meet the optimized characteristics of standard components and thus do not allow GILLIG to maximize its benefits to our customers. Consequently, GILLIG respectfully requests approval of our optimized standard configuration.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

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Request #:	47			
Proposer:	GILLIG LLC			
RFP Section:	11.10.G			
Page:	18			
Customer Specification Requirement:				
The retarder to have an On-Off switch mounted in overhead electrical compartment.				
Questions/Clarification or Approved Equal:				
GILLIG requests approval to provide the retarder disabling switch located on the dash rather than in the electrical panel above the driver.				
GILLIG is standard with a dash mounted retarder disable switch to allow the driver to react and adjust for slippery or other adverse road conditions that retarder brake torque may affect.				
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See response below
Agency Response:				

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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Request #:	48		
Proposer:	GILLIG LLC		
RFP Section:	12.2		
Page:	20		
Customer Specification Requirement:			
<p>A sight glass to determine satisfactory engine coolant level shall be provided and shall be accessible by opening one of the engine compartment's access doors. A spring-loaded, push button type valve to safely release pressure or vacuum in the cooling system shall be provided with both it and the water filler no more than 60 inches above the ground and both shall be accessible through the same access door.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to provide a pressure release valve on the surge tank pressurized side that is accessible only through the curb side access door. GILLIG will provide a water fill accessed through the rear engine door. This design allows for checking and filling the system without the use of tools or opening other access doors. Should system maintenance be needed the side access door will need to be accessed.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	49
Proposer:	GILLIG LLC
RFP Section:	12.4B
Page:	
Customer Specification Requirement:	
	Filler cap shall be hinged type.
Questions/Clarification or Approved Equal:	
	GILLIG requests approval to provide a positive locking filler cap retained with a chain.
Agency Action:	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> See Addendum <input type="checkbox"/> See response below
Agency Response:	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS/APPROVED EQUALS**

Request #:	50		
Proposer:	GILLIG LLC		
RFP Section:	12.4C		
Page:	21		
Customer Specification Requirement:			
<p>A spring-loaded, push-button type valve to safely release pressure or vacuum in the cooling system shall be provided. A "T" fitting shall be installed prior to the valve to allow pressure testing of the system. The valve and water filler shall be located no more than sixty inches (60") above the ground and be accessible through the same access door as the sight glass.</p>			
Questions/Clarification or Approved Equal:			
<p>GILLIG requests approval to provide a pressure release valve on the surge tank pressurized side that is accessible only through the curb side access door. GILLIG will provide a water fill accessed through the rear engine door. This design allows for checking and filling the system without the use of tools or opening other access doors. Should system maintenance be needed the side access door will need to be accessed.</p>			
Agency Action:	<input checked="" type="checkbox"/>	Approved	<input type="checkbox"/>
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
Agency Response:			

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RFP 2015-08 PURCHASE AND DELIVERY OF HEAVY-DUTY BUSES
REQUEST FOR QUESTIONS/CLARIFICATIONS**

Request #:				
Proposer:	GILLIG LLC			
RFP Section:	2. PROCURING AGENCIES			
	11. EVALUATION OF PROPOSALS AND SELECTION PROCESS			
Page:	RFP-3			
	RFP-12			
Customer Specification Requirement: PAGE RFP-3 LAVTA's initial purchase will comprise of a minimum of 12 and a maximum of 20 buses for LAVTA.				
PAGE RFP-12 2. PROPOSER'S EXPERIENCE AND QUALIFICATIONS ...delivery requirements can be accomplished for the minimum quantity of 7 and maximum quantity of 71 buses to be awarded by LAVTA.				
Questions/Clarification or Approved Equal: GILLIG respectfully requests clarification on the total number of buses LAVTA will be awarding for RFP 2015-08 Five year contract. Page RFP-3 lists LAVTA's initial purchase as a minimum of 12 and a maximum of 20 buses. Page RFP-12 lists a minimum quantity of 7 and a maximum quantity of 71. At the February 3, 2016 Pre-Proposal Meeting it was mentioned that the initial order of buses will be a minimum of 12 and a maximum of 20. Please advise how many buses LAVTA intends to purchase as a base (initial order) and how many additional option buses will be purchased over the 5 year contract.				
Agency Action:	<input type="checkbox"/>	Approved	<input type="checkbox"/>	Denied
	<input type="checkbox"/>	See Addendum	<input type="checkbox"/>	See response below
Agency Response:				