



# 631-2014 ADDENDUM 4

## SUPPLY AND DELIVERY OF HEAVY-DUTY 40 FT. LOW-FLOOR TRANSIT BUSES

### URGENT

**PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE BID OPPORTUNITY**

ISSUED: August 15, 2014  
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**THIS ADDENDUM SHALL BE INCORPORATED INTO THE BID OPPORTUNITY AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS**

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**Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid Opportunity, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 9 of Form A: Bid may render your Bid non-responsive.**

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### PART D – SUPPLEMENTAL CONDITIONS

- Revise: D2.1 to read: The Work to be done under the Contract shall consist of the supply and delivery of low floor transit diesel buses for a period of seventy-two (72) weeks from the date of award, with the option of four (4) mutually agreed upon one (1) year extensions.
  
- Revise: D2.1 (a) to read: Each **one (1) year extension** will be for approximately thirty-three (33) low floor transit diesel buses.
  
- Revise: D2.4 to read: The City reserves the right to negotiate with the successful Bidder for the purchase of one (1) sixty-foot articulated diesel transit bus in any of the **second, third, fourth, or fifth year** of the contract.
  
- Revise: D9.1 (a) to read: Commercial general liability insurance, in the amount of at least 5 million dollars (\$5,000,000.00) per occurrence limit and 5 million dollar (\$5,000,000) aggregate, with The City of Winnipeg added as an additional insured; such liability policy to also contain a cross-liability clause, non-owned automobile liability and products and completed operations cover, to remain in place at all times during the performance of the Work;
  
- Revise: D9.1 (b) to read: Automobile Liability Insurance covering all motor vehicles, owned and operated and used or to be used by the Contractor directly or indirectly in the performance of the Work. The Limit of Liability shall not be less than \$5,000,000 for loss or damage including personal injuries and death resulting from any one accident or occurrence.
  
- Revise: D13.1 to read: Referencing APTA Guideline SP 2.2 Delivery Schedule:  
  

The buses shall be delivered at a rate not to exceed two (2) buses per week. Delivery, in the first (1<sup>st</sup>) year, shall be completed within 72 weeks after the delivery of the Letter of Intent. Delivery, in each one (1) year extension, shall be completed within fifty-two (52) weeks after delivery of the Annual Letter of Intent.

Hours of delivery shall be from 07:00 to 14:00 Monday to Friday, excluding Statutory Holidays.

**PART E – SPECIFICATIONS**

Revise: E2.124 to read: Referencing APTA Guideline TS 40.1.1 Low-Voltage Batteries (24V):  
Deep Cycle Maintenance -Free Batteries  
**The batteries shall be monitored and maintained by a Battery Maintenance System.**  
**2-8D, AMG, pure lead, minimum of 1250CCA, reserve capacity of 425 min@25amp.**  
**Minimum warranty 1 year full replacement. Each battery shall have a purchase date no more than one year from the date of release for shipment to the City.**

Revise: E2.203 to read: Referencing APTA Guideline TS 52. Capacity and Performance (HEATING, VENTILATING AND AIR CONDITIONING):  
The HVAC climate control system shall be capable of controlling the temperature and maintaining the humidity levels of the interior of the bus as defined in the following paragraphs.  
Roof Mounted HVAC Unit  
The HVAC shall be a Thermo-King roof-mounted unit with an engine driven reciprocating A/C compressor. The compressor shall be belt driven with an automatic tensioner.  
Auxiliary Heating Unit  
The auxiliary heating unit shall be a Sphero (Webasto) thermo 300. The auxiliary heater plumbing shall prioritize pre-heat to the engine, to maintain optimal operating temperature, and then supplement the bus heating system. A 5 pin deutsch diagnostic connector shall be provided near the unit for diagnostics.  
A/C Connection  
Accessibility and serviceability of preventative maintenance components shall be provided, minimizing the maintenance personnel needed to work on the roof of the bus.  
With the bus running at the design operating profile with corresponding door opening system shall control the average passenger compartment temperature within a range between 65 and 80 °F, while maintaining the relative humidity to a value of 50 percent or less. The system shall maintain these conditions while subjected to any outside ambient temperatures within a range of 10 to 95 °F and at any ambient relative humidity levels between 5 and 50 percent  
When the bus is operated in outside ambient temperatures of 95 to 115 °F, the interior temperature of the bus shall be permitted to rise 0.5° for each degree of exterior temperature in excess of 95 °F.  
**When bus is operated in outside ambient temperatures in the range of -35 to 10 °F, the interior temperature of the bus shall not fall below 55 °F while the bus is running on the design operating profile.**  
System capacity testing, including pull-down/warm-up, stabilization and profile, shall be conducted in accordance to the APTA's "Recommended Instrumentation and Performance Testing for Transit Bus Air Conditioning System."  
Upper and lower deck must be controlled as separate temperature zones with independent temperature sensors located 17" above floor, under a passenger seat, or as agreed with the City. Care must be taken to avoid placement of sensing devices in the

immediate path of an air duct outlet. In general, the locations are intended to accurately represent the interior passenger area.

Additional testing shall be performed as necessary to ensure compliance to performance requirements stated herein.

#### Capacity and Performance Requirements

The air-conditioning portion of the HVAC system shall be capable of reducing the passenger compartment temperature from 110 to 90 °F in less than 20 minutes after engine start-up. Engine temperature shall be within the normal operating range at the time of start-up of the cool-down test, and the engine speed shall be limited to fast idle, which may be activated by a operator-controlled device. During the cool-down period, the refrigerant pressure shall not exceed safe high-side pressures, and the condenser discharge air temperature, measured 6 in. from the surface of the coil, shall be less than 45 °F above the condenser inlet air temperature. The appropriate solar load as recommended in the APTA "Recommended Instrumentation and Performance Testing for Transit Bus Air Conditioning System," representing 4 p.m. on August 21, shall be used. There shall be no passengers on board, and the doors and windows shall be closed.

#### Colder Ambient Conditions

The pull-up requirements for the heating system shall be in accordance with Section 9 of APTA's "Recommended Instrumentation and Performance Testing for Transit Bus Air Conditioning." With ambient temperature at -20 °F, and vehicle cold soaked at that temperature, the bus heating system shall warm the interior passenger compartment to an average temperature of 70 °F  $\pm$ 2 °F within 70 minutes.

#### 134A

The air conditioning system shall meet these performance requirements using 134A.