

# #TRIPS-11-CA-RFP

## Standard Cutaway – Addendum 2 Changes

December 8, 2010

Where?	Page #	Section	Change
Part 1	66	Form D	<b>Remove:</b>  3.2.10.5 Merlin Multiplex Programmable Electrical Vehicle Control System
Part 2	77	2.1.23	<b>Remove Entire Section:</b>  <b>Replace Entire Section With:</b>  Cutting of the chassis to increase or decrease the length of the chassis to increase the GVWR will not be permitted. This will be verified through serial number checks. The proposal shall include a detailed description and drawings of frame insert section. The rear overhang, measured from the center of the rear axle to the outer edge of the rear bumper, cannot exceed 1/3 of the overall vehicle length. Rear frame extensions shall be Butt-welded with a continuous weld and shall exceed the requirements of the chassis manufacturer. In addition, the FDOT requires a 4" x 12" x 1/4" steel plate to be installed and welded with a continuous weld around the entire circumference of the plate and bolted. Further, The FDOT will not allow re-certification of the chassis OEM GVWR and GAWR. Any vehicle that exceeds the OEM GVWR and/or GAWR will not be accepted.
Part 2	82	2.6.1	<b>Remove Entire Section:</b>  <b>Replace Entire Section With:</b>  Suspension shall be manufacturer's standard. It must be load rated for the GVWR of the size bus involved. A Mor-ryde rear suspension system will be standard equipment on all vehicles provided in this procurement, both for ride enhancement and prevention of vehicle "listing". OEM standard shocks and leaf springs shall be proposed.
Part 2	84	2.10.5	<b>Remove Entire Section:</b>  <b>Replace Entire Section With:</b>  The vehicle shall be equipped with an InterMotive Merlin Multiplex System installed and programmed by InterMotive certified technicians per InterMotives Standard installation guidelines. It shall consist of a common control network that utilizes twisted-pair wires, provides diagnostic capabilities and real time chassis data when used

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			with an InterMotive Gateway AI system. It must be capable communicating with the chassis and utilize the data as a condition set for load activation.
Part 2	102	2.37.2	<p><b>Remove:</b></p> <p>A spring type, not cylinder, mechanism for opening and closing the door shall be installed. These springs shall be capable of holding the door in the fully open position when the lift is in use.</p> <p><b>Replace with:</b></p> <p>A cylinder type gas shock mechanism for opening and closing the door shall be installed.</p>
Part 2	105	2.39.7	<p><b>Remove:</b></p> <p>Provide a G-force accelerometer monitor and recorder as standard, configured with 2 Accelerometer devices allowing it to detect and record G-forces in 3 axes, front/rear – left/right – up/down. System should also provide the following inputs: reverse, brake and left and right turn signals. Data shall be recorded and retained for a maximum of 60 seconds before and 15 seconds after an event.</p> <p><b>Replace with:</b></p> <p>Provide a 247 security G-force accelerometer monitor and recorder as standard, configured with 2 Accelerometer devices allowing it to detect and record G-forces in 3 axes, front/rear – left/right – up/down. System should also provide the following inputs: reverse, brake and left and right turn signals. Data shall be recorded and retained for a maximum of 60 seconds before and 15 seconds after an event.</p>
Part 3	133	3.2.10.5	<b>Remove Entire Paragraph</b>
Part 5	147	Exhibit 5-1	<p><b>Change:</b></p> <p>Alternator 3 36,000</p> <p><b>To Read:</b></p> <p>Alternator 3 100,000</p>