



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #1, Page 1, TS 1. Scope - A: 26' Class (26-29 ft) with option pricing for hybrid/CNG

B: 30' Class (30-34 ft) with option pricing for hybrid/CNG

C: 35' Class (35-39 ft) with option pricing for hybrid/CNG

D: 40' Class (40-42 ft) with option pricing for hybrid/CNG

E: 60' Articulated Class with option pricing for hybrid/CNG

Bidder Proposes to furnish in lieu of above: We would like to clarify that the proposed bus model is only being offered in a 30' Diesel and 35' Diesel model.

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Email/Fax to:

Iowa Department of Transportation

Purchasing Section

Attention: Zach Gillen

Email: zachary.gillen@dot.iowa.gov

Fax No.: 515-239-1538

Submitted By:

Company:

Address:

City State Zip

Phone No.:

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DOT USE ONLY

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Request: #2, Page 11, TS 6.2.1 Transit Coach - BASE
102 in. Width Bus
Body width shall be 102 in. (+0, -1 in.).

Bidder Proposes to furnish in lieu of above: We request approval to provide a 30' & 35' bus with a width of 96".

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Spec. No. Heavy Duty Bus Spec.

Request: #3, Page 13, TS 5.6 Ramp Clearances - Approach 9 deg
Breakover 9 deg
departure 9 deg

Bidder Proposes to furnish in lieu of above: We request approval to provide a 30' bus with an:
approach angle of 7.5 deg,
breakover of 13 deg and
departure angle of 8 deg

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Spec. No. Heavy Duty Bus Spec.

Request: #4, Page 13, TS 5.6 Ramp Clearances - Approach 9 deg
Breakover 9 deg
departure 9 deg

Bidder Proposes to furnish in lieu of above: We request approval to provide a 35' bus with an:
approach angle of 7.5 deg,
breakover of 9 deg and
departure angle of 8 deg

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Request: #5, Page 13, TS 6.7 Ground Clearance - Ground clearance shall be no less than 10 in., (8 in. at jacking pad) except within the axle zone and wheel area. Axle zone clearance, which is the projected area between tires and wheels on the same axial centerline, shall be no less than 5.6 in.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with ground clearance outside of the axle zone of 9" and ground clearance within the axle zone of 5.1".

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Request: #6, Page 14, TS 7.2 Gradability - The propulsion system shall enable the bus to achieve and maintain a speed of 40 mph on a 2½ percent ascending grade and 15 mph on a 10 percent ascending grade continuous.

Bidder Proposes to furnish in lieu of above: We request approval to provide a propulsion system that shall enable the bus to achieve and maintain a speed of 48 mph on a 3 percent ascending grade and 5 mph on a 10 percent ascending grade continuous.

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Request: #7, Page 15, TS 7.3.1 Non-Hybrid - The acceleration shall meet the requirements in Table 3 below and shall be sufficiently gradual and smooth to prevent throwing standing passengers off-balance. Acceleration measurement shall commence when the accelerator is depressed.

Speed (mph)	Maximum time (seconds)
10	5
20	10
30	18
40	30
50	60

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with Maximum Acceleration Times in compliance with the White Book:

Speed (mph)	Maximum time (seconds)
10	6
20	11
30	16
40	26
50	40

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Request: #8, Page 15, TS 7.4.1 Diesel (Transit Coach) - The operating range of the coach when run on the FTA ABD Cycle shall be at least 350 miles (560 km) or 20 hours with full fuel capacity.

Bidder Proposes to furnish in lieu of above: Our goal is to achieve the highest mileage possible. However, driver habits, terrain, environmental conditions, plus the operating profile directly impact fuel economy. As we have no control over these factors, it cannot guarantee mileage. We request approval.

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Reason This can be said with any vehicle, but manufacturers still provide estimates. Please provide.

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Request: #9, Page 18, TS 9.2.6 Engine - BASE (DIESEL & HYBRID 26', 30', 35' & 40' BUSES)
Cummins ISL 2013 diesel, 280 horsepower with 900 LB FT torque. Uses SCR (Selective Catalytic Reduction) system to attain 2013 emissions standard or approved equal

Bidder Proposes to furnish in lieu of above: We request approval to provide a 30' and 35' bus with a Cummins ISB6.7 250hp 6 cylinder turbocharged and intercooled diesel engine certified to production year EPA emission standards.

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Spec. No. Heavy Duty Bus Spec.

Request: #10, Page 19, TS 10.1.1 Radiator Screen - BASE
No screen in front of radiator

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with a screen in front of the Radiator to protect it from collecting large debris. The screen is easily cleanable and part of the access door. This is inherent to our bus design. Please refer to attached documentation on Access Doors

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Request: #11, Page 21, TS 12. Retarder (Transit Coach) - Accessible Retarder Disable Switch
The retarder disable switch shall be accessible to the seated driver.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with the retarder switch located in a flip door behind the driver's seat; we are required to provide a switch however this location requires a driver to intentionally access the switch. The retarder disable switch shall be accessible to the driver but not from the seated position.

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Request: #12, Page 25, TS 17.1.1 Fuel Lines, Diesel - Fuel lines shall be capable of carrying the type of fuel specified by the Agency (i.e., up to B20 type fuel).

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus that is intended to run on ultra low sulphur diesel (up to B7 type) and not biofuel(B20).

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Reason Several Iowa transit systems use biodiesel so fuel lines must support the fuel.

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Request: #13, Page 25, TS 17.2.1 Design and Construction, Diesel

Fuel Tank(s) - The fuel tank(s) shall be made of high-density cross-linked polyethylene plastic material with or without baffles.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with a stainless steel fuel tank.

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Request: #14, Page 32, TS 25. Jacking - BASE
Yellow Pads
Jacking pads shall be painted safety yellow.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with jacking points and not pads.

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Spec. No. Heavy Duty Bus Spec.

Request: #15, Page 39, TS 31.1 Wheels - Painted Steel

Wheels and rims shall be hub-piloted with powder-coated steel (maximum 3.5 mil) and shall resist rim flange wear.

Bidder Proposes to furnish in lieu of above: We request approval to provide wheels that are spigot mounted on the proposed bus.

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Spec. No. Heavy Duty Bus Spec.

Request: #16, Page 43, TS 35.4 Hubs and Drums/Discs - Drum Brakes on All Axles
The bus shall be equipped with drum brakes on all axles

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus that utilizes a disc brake system, rather than drum brakes.

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Reason Some systems use drum brakes. Disc brakes should be an optional upgrade. Not being able to meet this spec will not disqualify the bid, but those systems may not purchase the proposed bus because of this.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #17, Page 58, TS 44.5 Normal Bus Operation Instrumentation and Controls - Master run switch
Rotary, four-position detent
Side console
Master control for bus, off, day run, night run and clearance ID lights

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus that does not have a rotary run mode switch. Instead the bus is either on or off and independent switches are used to control other vehicle features(e.g. Lights)

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #18, Page 58, TS 44.5 Normal Bus Operation Instrumentation and Controls - Low-profile microphone
Low-profile discrete mounting
Steering column
Permits driver to make announcements with both hands on the wheel and

Bidder Proposes to furnish in lieu of above: We request approval to provide a gooseneck mic located to the front left of the driver on the "A" post.

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Spec. No. Heavy Duty Bus Spec.

Request: #19, Page 63, TS 44.8 Driver Foot Switches - The foot switches shall be UL-listed, heavy-duty type, of a rugged, corrosion-resistant metal construction. The foot switches for the directionals shall be momentary type, while those for the PA system and the high beam shall be latching type. The spacing of the switches shall be such that inadvertent simultaneous deflection of switches is prevented.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with the PA System switch located on gooseneck microphone.

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Reason This would eliminate the requirements of hand free announcements.

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Spec. No. Heavy Duty Bus Spec.

Request: #20, Page 64, TS 45.3 Storage Box - Storage Box

An enclosed driver storage area shall be provided with a positive latching door and/or lock. The minimum size is 2750 in.3

Bidder Proposes to furnish in lieu of above: We request approval to provide an overhead enclosed driver storage area with a positive latching door and/or lock. The minimum size is 980 cubic inches

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Request: #21, Page 69, TS 47.8.1 Exterior Mirrors - Flat Mirrors on Both Sides

The bus shall be equipped with two flat outside mirrors, each with not less than 50 sq in. of reflective surface. The mirrors shall be located so as to provide the driver a view to the rear along both sides of the bus and shall be adjustable both in the horizontal and vertical directions to view the rearward scene. The roadside rearview mirror shall be positioned so that the driver's line of sight is not obstructed.

Bidder Proposes to furnish in lieu of above: We request approval to provide a 2-in-1, 15"x8" exterior mirrors. The mirror is flat and the bottom mirror is convex.

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Request: #22, Page 70, TS 49.1 Glazing - Shaded Band

The upper portion of the windshield above the driver's field of view shall have a dark, shaded band and marked AS-3, with a minimum luminous transmittance of 5 percent when tested in accordance to ASTM D-1003.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus without a dark shaded band across the top of the windshield.

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Request: #23, Page 71, TS 50. Driver's Side Window - BASE

The driver's side window glazing material shall have a 1/4 in. nominal thickness laminated safety glass conforming to the requirements of ANSI Z26.1-1996 Test Grouping AS-2 and the recommended practices defined in SAE J673.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with side window glazing material 3/16 in. nominal thickness laminated safety glass conforming to the requirements of ANSI Z26.1-1996 Test Grouping AS-2 and the recommended practices defined in SAE J673.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

Email/Fax to:

Iowa Department of Transportation

Purchasing Section

Attention: Zach Gillen

Email: zachary.gillen@dot.iowa.gov

Fax No.: 515-239-1538

Submitted By:

Company:

Address:

City State Zip

Phone No.:

Fax No.:

=====

DOT USE ONLY

Approved _____ X _____

Disapproved _____

Reason _____

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #24, Page 72, TS 51.2 Emergency Exit (Egress) Configuration - BASE
Standard Passenger Side Window Configurations
Agency to choose from the following options:

- traditional frame
- full fixed
- openable windows with inward-opening transom panels
- openable windows with sliding transom panels
- openable windows with a fixed transom panel and sliding lower panels
- openable windows with full-height sliding panels
- hidden frame (flush “Euro-look”)
- full fixed
- openable windows with inward-opening transom panels.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with a combination of bonded and flush-frame windows. They are easily replaceable without disturbing adjacent windows and mounted so that flexing or vibration from engine operation or normal road excitation is not apparent. Please refer to the attached information for further details.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Iowa Department of Transportation

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Disapproved _____

Reason _____ -

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #25, Page 72, TS 51.4 Materials - Safety Glass Glazing Panels

Side windows glazing material shall have a minimum of 6mm nominal thickness laminated safety glass. The material shall conform to the requirements of ANSI Z26.1-1996 Test Grouping 2 and the recommended practices defined in SAE J673.

Bidder Proposes to furnish in lieu of above: We request approval to provide passenger side windows that are tempered.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Reason _____

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Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #26, Page 78, TS 56. Roof Ventilators - Two Roof Ventilators

Two roof ventilators shall be provided in the roof of the bus, one approximately over or just forward of the front axle and the other approximately over the rear axle.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with a single roof hatch located approximatly over the front axle.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #27, Page 86, TS 71. Exterior Lighting - Front marker (clearance) lights along with lights located on the roof and sides of the bus shall have protective shields or be of the flush mount type to protect the lens against minor impacts.

Bidder Proposes to furnish in lieu of above: We request approval to provide front marker lights that do not have metal protective guards or flush to the paneling. However, these lights are low profile in design.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #28, , - The aisle between the seats shall be no less than 20 in. wide at seated passenger hip height. Seat backs shall be shaped to increase this dimension to no less than 24 in. at 32 in. above the floor (standing passenger hip height).

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with aisle width at seated passenger hip height of no less than 19.7 in.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #29, Page 104, TS 79.1 Loading System for 30 to 60 ft Low-Floor Bus - Front Door Location of Loading System, Flip-Out Design Ramp with 7:1 Slope

The wheelchair loading system shall be located at the front door, with the ramp being of a simple hinged, flip-out type design being capable of deploying to the ground at a maximum 7:1 slope.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with our fold out 7:1 slope hydraulic ramp. Please refer to the attached information for further details.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #30, Page 106, TS 82.1 Transit Coach - Pull Cord Passenger Signal

A passenger “stop requested” signal system that complies with applicable ADA requirements defined in 49 CFR, Part 38.37, shall be provided. The system shall consist of a heavy-duty pull cable, chime and interior sign message. The pull cable shall be located the full length of the bus on the sidewalls at the level where the transom is located. If no transom window is required, then the height of the pull cable shall approximate this transom level and shall be no greater than 63 in. as measured from the floor surface. It shall be easily accessible to all passengers, seated or standing. Pull cable(s) shall activate one or more solid state or magnetic proximity switches. At each wheelchair passenger position and at priority seating positions, additional provisions shall be included to allow a passenger in a mobility aid to easily activate the “stop requested” signal.

An auxiliary passenger “stop requested” signal shall be installed at the rear door to provide passengers standing in the rear door/exit area a convenient means of activating the signal system. The signal shall be a heavy-duty push button type located in the rear door vicinity. Button shall be clearly identified as “passenger signal.”

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus that does not come equipped with bell cords. Pushbutton switches are located at every applicable vertical stanchion in the passenger area.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted.

BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #31, Page 107, TS 82.2.1 Transit Coach - BASE

A single "stop requested" chime shall sound when the system is first activated. A double chime shall sound anytime the system is activated from wheelchair passenger areas. Exit signals located in the wheelchair passenger area shall be no higher than 4 ft above the floor. Instructions shall be provided to clearly indicate function and operation of these signals.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus without a passenger chime. The driver is still alerted through audio and visual indicators on the instrument panel. The passengers are alerted via illumination of a "Stop Requests" sign.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Reason _____

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Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #32, Page 108, TS 83.2.1 Speakers - BASE

6 interior loudspeakers shall be provided, semi-flush mounted, on alternate sides of the bus passenger compartment, installed with proper phasing. Total impedance seen at the input connecting end shall be 8 Ohms. Mounting shall be accomplished with riv-nuts and machine screws. 1 exterior loud speaker over top of front door.

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with a public address system which includes 4 speakers in the passenger compartment, & 1 exterior speaker.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #1, Page 3, Section C-8, General - Records Audit: Entire statement

Bidder Proposes to furnish in lieu of above: We request approval to add the following statement to this section as – “The Iowa DOT and its representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor’s information.”

Rationale : Should Iowa DOT proceed with the audit, review or analysis activities, our business confidential information will be shared with the Iowa DOT. We are a publicly traded company, and disclosure of confidential information to the public could impact shareholder value.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

Email/Fax to:

Iowa Department of Transportation

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Phone No.:

Fax No.:

=====

DOT USE ONLY

Approved _____

Disapproved _____ X _____

Reason Confidentiality is maintained only to the extent as allowed by Iowa Code Chapter 22.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #2, Page 4, Section C-11, General – Termination: Following a 30 day written notice, the Iowa DOT may terminate a binding agreement in whole or in part without the payment of any penalty or incurring any further obligation to the Supplier. Following termination upon notice, the Supplier shall be entitled to compensation upon submission of invoices and proper proof of claim for goods and services under contract up to and including the date of termination.

Bidder Proposes to furnish in lieu of above: We request approval to change the wording of the referred statement as - Following a 30 day written notice, the Iowa DOT may terminate a binding agreement in whole or in part without the payment of any penalty or incurring any further obligation to the Supplier. Following termination upon notice, “the Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination.”

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

Email/Fax to:

Iowa Department of Transportation

Purchasing Section

Attention: Zach Gillen

Email: zachary.gillen@dot.iowa.gov

Fax No.: 515-239-1538

Submitted By:

Company:

Address:

City State Zip

Phone No.:

Fax No.:

=====
DOT USE ONLY

Approved _____

Disapproved _____X_____

Reason This clause will stand as written.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #4, Page 25, Section 3.5.10.4, Post-Delivery Test - The defects detected during these tests shall be repaired according to procedures defined in Article XIII of the Contract on Warranty Requirements. Placing a vehicle in revenue service constitutes acceptance of that vehicle for purposes of payment.

Bidder Proposes to furnish in lieu of above: We request approval to change the wording of the referred statement as - The defects detected during these tests shall be repaired according to procedures defined in Article XIII of the Contract on Warranty Requirements. “If a vehicle passes these tests or if the State and/or public transit systems do not notify the Contractor of non-acceptance within 15 calendar days after delivery of the vehicle, acceptance of the vehicle shall be deemed to have occurred on the 15th day after delivery.” Placing a vehicle in revenue service constitutes acceptance of that vehicle for purposes of payment.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

Email/Fax to:

Iowa Department of Transportation

Purchasing Section
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Fax No.: 515-239-1538

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DOT USE ONLY

Approved _____X_____

Disapproved _____

Reason _____

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #5, Page 26, Section, 3.5.15.1, Buy America Requirements – Entire Section

Bidder Proposes to furnish in lieu of above: We request approval to add the following statement to this section as – “The Iowa DOT and its representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor’s information.”

Rationale : Should Iowa DOT proceed with the audit, review or analysis activities, Our business confidential information will be shared with Nashville MTA. We are a publicly traded company, and disclosure of confidential information to the public could impact shareholder value.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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DOT USE ONLY

Approved _____

Disapproved _____X_____

Reason See response to question 1.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #6, Page 49, Section 5.13, Indemnification by Contractor - The Contractor agrees to defend, indemnify and hold the Department, and the State of Iowa, its employees, agents, board members, appointed officials and elected officials, harmless from any and all demands, debts liabilities, damages, loss, claims, suits or actions, settlements, judgments, costs and expenses, including the reasonable value of time expended by the Attorney General's Office, and the costs and expenses and attorney fees of other counsel required to defend the Department or the State of Iowa related to or arising from: Any violation or breach of this Contract including without limitation any of the Contractor's representations or warranties; or Any acts or omissions, including, without limitation, negligent acts or omissions or willful misconduct of Contractor, its officers, employees, agents, board members, contractors, subcontractors, or counsel employed by Contractor in the performance of this Contract, or any other reason in connection with the goods and services provided under this Contract; or Claims for any violation of any intellectual property right including but not limited to infringement of patents, trademarks, trade dress, trade secrets, or copyrights arising from the any of the goods or service performed in accordance with this Contract; or The Contractor's performance or attempted performance of this Contract;

Bidder Proposes to furnish in lieu of above: We request approval to change the referred statement as - The Contractor agrees to indemnify and hold the Department, and the State of Iowa, its employees, agents, board members, appointed officials and elected officials, harmless from any and all "proven" demands, debts liabilities, damages, loss, claims, suits or actions, settlements, judgments, costs and expenses, including the reasonable value of time expended by the Attorney General's Office, and the costs and expenses and attorney fees of other counsel required to defend the Department or the State of Iowa related to or arising from: Any violation or breach of this Contract including without limitation any of the Contractor's representations or warranties; or Any negligent acts or omissions or willful misconduct of Contractor, its officers, employees, agents, board members, contractors, subcontractors, or counsel employed by Contractor in the performance of this Contract, or any other reason in connection with the goods and services provided under this Contract; or Claims for any violation of any intellectual property right including but not limited to infringement of patents, trademarks, trade dress, trade secrets, or copyrights arising from the any of the goods or service performed in accordance with this Contract; or The Contractor's "negligent" performance of this Contract;

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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City State Zip

Fax No.: 515-239-1538



Phone

Fax No.:

DOT USE ONLY

Approved _____

Disapproved _____X_____

Reason Clause will stand as written in the RFB.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #7, Page 3, Section C, General – Entire Section

Bidder Proposes to furnish in lieu of above: We request approval to add the following statement to this section - "Notwithstanding anything else to the contrary contained herein, in the event that a price adjustment is required in respect of changes that are mandatory as a result of legislation or regulations that become effective after the date of the proposal submission, such price adjustment shall be negotiated in good faith by Iowa DOT and the Contractor."

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Reason _____

Signature: _____

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #8, Page 17, Section 3 Specifications and Technical Requirements, 3.3.3.9 / 3.4.3 - The Contract Bidder shall be the single contact through which recipients will arrange warranty work. The Contract Bidder is solely responsible and the prime contact for all warranty repairs.

Bidder Proposes to furnish in lieu of above: We will work with the Iowa DOT on warranty covered repairs, but the majority of the warranty repairs should be performed by the Agencies trained personnel with reimbursement by us. In saying this, please be advised that the major component equipment suppliers (engine, transmission, HVAC and destination sign suppliers) mandate that all warranty repairs be performed by an authorized dealer of their components (and not us or the Iowa DOT). If the Iowa DOT elects to perform these repairs, without the written permission of the original equipment manufacturer, the remaining warranty coverage may be voided. The Contractor would like to clarify that these suppliers are pass-through warranties and we ask that The Iowa DOT deal directly with these suppliers for warranty claims/repairs so that the buses can get repaired and back into revenue service as quickly as possible. Contractor will be available to work with Iowa DOT on major equipment repairs to ensure service quality expectations are met and work is conducted in an acceptable timeframe.

Rationale: Major component equipment supplier warranties mandate that all warranty repairs be performed by an authorized dealer of their components.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Approved _____

Disapproved X _____



Reason We require the vendor to be responsible for their subcontractors. While we understand the transit systems are responsible to work with component vendors, we require (at the transit agency's request) the vendor to coordinate warranty work with the subcomponent vendors.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #9, Page 25, Section 3 Specifications and Technical Requirements, 3.5.10.4 - The State and/or public transit systems may conduct acceptance tests on each delivered vehicle. These tests shall be completed within 30 working days after vehicle delivery and shall be conducted in accordance with written test plans.

Bidder Proposes to furnish in lieu of above: We request approval that the acceptance tests shall be completed within 15 working days after vehicle delivery and shall be conducted in accordance with the written test plans.

Rationale : The scope and payment terms requires us to make a substantial investment up front for the execution of the contract deliverables. We respectfully request that timelines be agreed by both parties for the required acceptance and corrective action activities, to ensure that both contract deliverables and payment are received in a timely manner.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #10, Section 7: Warranty Requirements (Addendum # 2), Subsystems - Other subsystems shall be warranted to be free from Defects and Related Defects for two years or 100,000 miles, whichever comes first. Other subsystems are listed below:

- Brake System
- Starter
- Hydraulic Systems
- Transmission Cooler

Bidder Proposes to furnish in lieu of above: We request approval to provide the following whichever occurs first warranties:

- Brake System - 1 year/50,000 miles
- Starter - 1 year/100,000 miles
- Hydraulic Systems - 1 year/50,000 miles
- Transmission Cooler - 1 year/100,000 miles

Rationale : The proposed coverage is the maximum base warranty coverage provided by the manufacturer.

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City State Zip

Phone No.:

Fax No.:

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DOT USE ONLY

Approved _____ X _____

Disapproved _____

Reason _____ -



Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #11, Section 7: Warranty Requirements (Addendum # 2), Extension Of Warranty - If, during the warranty period, repairs or modifications on any bus are made necessary by defective design, materials or workmanship but are not completed due to lack of material or inability to provide the proper repair for thirty (30) calendar days, the applicable warranty period shall be extended by the number of days equal to the delay period.

Bidder Proposes to furnish in lieu of above: We request approval that we will work to meet the 30 day deadline; however, due to warranty repairs/retrofit complexity (part lead times), we cannot extend the warranty for the number of days the bus was not in revenue service.

Rationale : All suppliers including the major component suppliers (Cummins, Allison and Thermo King) will not extend warranties to The Contractor.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

Email/Fax to:

Iowa Department of Transportation

Purchasing Section

Attention: Zach Gillen

Email: zachary.gillen@dot.iowa.gov

Fax No.: 515-239-1538

Submitted By:

Company:

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City State Zip

Phone No.:

Fax No.:

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DOT USE ONLY

Approved _____

Disapproved _____

Reason _____ -

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #12, Section 7: Warranty Requirements (Addendum # 2), Pass-Through Warranty - Should the Contractor elect to not administer warranty claims on certain components and wish to transfer this responsibility to the sub-Suppliers, or to others, the Contractor shall request this waiver.

Bidder Proposes to furnish in lieu of above: We are formally requesting a waiver to not administer warranty claims on major components such as the Engine, Transmission, HVAC, destination signs and batteries. Rationale: Major component equipment supplier warranties mandate that all warranty repairs be performed by an authorized dealer of their components.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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DOT USE ONLY

Approved _____X_____

Disapproved _____

Reason The Vendor is still required to be the communications link between the transit agency and the vendors subcontractors at the transit agency's request.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #13, Section 7: Warranty Requirements (Addendum # 2), Fleet Defects - A Fleet Defect is defined as cumulative failures of twenty-five (25) percent of the same components in the same or similar application in a minimum fleet size of twelve (12) or more buses where such items are covered by warranty. A Fleet Defect shall apply only to the base warranty period in sections entitled “Complete Bus,” “Propulsion System” and “Major Subsystems.” When a Fleet Defect is declared, the remaining warranty on that item/component stops. The warranty period does not restart until the Fleet Defect is corrected.

Bidder Proposes to furnish in lieu of above: We request approval to provide fleet defect coverage for the 1 year/50,000 miles (whichever occurs first) base bus warranty period. Fleet defect warranty does not apply to normal wear-and-tear items, contract specified components, or major components such as the engine, transmission, and HVAC. Major component manufacturers will not recognize and/or participate in fleet defect clauses. However, if the fleet defect specified percentage is reached on a major component, We will fully support and shall assist The Iowa DOT with obtaining a remedy from the major component manufacturer. If a remedy to a Fleet Defect proposed by the manufacturer is not acceptable to The Agency acting reasonably, We shall use commercially reasonable efforts to work with the major component manufacturer to develop an alternative remedy that is acceptable to The Agency, acting reasonably.

Rationale: Major component manufacturers do not recognize or participate in fleet defect clauses. We do not have the design data, costing and reliability information for the systems required to reasonably assess the risk and provide coverage for these systems.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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DOT USE ONLY



Approved _____X_____

Disapproved _____

Reason Please note that any warranty is between the transit system and the vendor; not the Iowa DOT. The Iowa DOT only administers this procurement on behalf of the transit systems. Since we do not purchase any vehicles, it is not prudent for us to be involved in any warranty discussions; unless the transit systems are not satisfied with a specific situation and ask us to intervene as the contract holder.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #14, Section 7: Warranty Requirements (Addendum # 2), Repair Performance - The Contractor is responsible for all warranty-covered repair Work. To the extent practicable, the Agency will allow the Contractor or its designated representative to perform such Work. At its discretion, the Agency may perform such Work if it determines it needs to do so based on transit service or other requirements. Such Work shall be reimbursed by the Contractor.

Bidder Proposes to furnish in lieu of above: We will work with the Iowa DOT on warranty covered repairs, but the majority of the warranty repairs should be performed by the Agencies trained personnel with reimbursement by us. In saying this, please be advised that the major component equipment suppliers (engine, transmission, HVAC and destination sign suppliers) mandate that all warranty repairs be performed by an authorized dealer of their components (and not us or the Iowa DOT). If the Iowa DOT elects to perform these repairs, without the written permission of the original equipment manufacturer, the remaining warranty coverage may be voided. The Contractor would like to clarify that these suppliers are pass-through warranties and we ask that The Iowa DOT deal directly with these suppliers for warranty claims/repairs so that the buses can get repaired and back into revenue service as quickly as possible. Contractor will be available to work with Iowa DOT on major equipment repairs to ensure service quality expectations are met and work is conducted in an acceptable timeframe. Rationale: Major component equipment supplier warranties mandate that all warranty repairs be performed by an authorized dealer of their components.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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DOT USE ONLY

Approved _____

Disapproved _____ X _____



Reason Contracted Vendor is required to work directly with the transit agency on warranty issues, not the Iowa DOT. The Iowa DOT will not be involved in any repair discussions unless the transit system requests our assistance.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: 15, Section 7: Warranty Requirements (Addendum # 2), Repairs by Contractor - The Contractor shall provide at its own expense all spare parts, tools and space required to complete repairs.

Bidder Proposes to furnish in lieu of above: We request approval to provide the parts and tools required to complete warranty repairs, but when possible, we request The Agency provide us shop space to so we can complete the repairs.

Rationale: This allows us to work with The Agency in order to return the bus to revenue service as quickly as possible.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Reason _____

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #16, Section 7: Warranty Requirements (Addendum # 2), Reimbursement for Labor and Other Related Costs - The Agency shall be reimbursed by the Contractor for labor. The amount shall be determined by the Agency for a qualified mechanic at a straight time wage rate of [insert amount] per hour, which includes fringe benefits and overhead adjusted for the Agency's most recently published rate in effect at the time the Work is performed, plus the cost of towing the bus if such action was necessary and if the bus was in the normal service area.

Bidder Proposes to furnish in lieu of above: We request approval to provide labor hours that are determined using the Contractor's Standard Repair Time Manual. If the labor hours for a particular repair are not listed in the Manual, the labor hours will be negotiated between The Agency and Contractor's Regional Product Support Manager (RPSM). We would agree to cover reasonable towing costs for one (1) year or 50,000 miles, whichever occurs first. Please see the attachment W-1 for more information.

Rationale: We request this limitation so we can accurately predict the cost impact during the bid process. In addition, towing is a non-recoverable expense.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #17, Section 7: Warranty Requirements (Addendum # 2), Reimbursement for Parts - The Agency shall be reimbursed by the Contractor for defective parts and for parts that must be replaced to correct the Defect. The reimbursement shall be at the current price at the time of repair and shall include taxes where applicable, plus fifteen (15) percent handling costs.

Bidder Proposes to furnish in lieu of above: We agree to reimburse The Agency for parts at the current published price plus taxes and handling for the base bus warranty period and that the handling costs are capped at \$100/claim.

Rationale: We ask for this cap so that we can predict the cost impact during the bid process.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Approved _____

Disapproved _____ X _____

Reason Costs are costs. There is no reason this should be capped.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #18, Section 7: Warranty Requirements (Addendum # 2), Warranty Processing Procedures - The following list represents requirements by the Contractor to the Agency for processing warranty claims. One failure per bus per claim is allowed:

- road calls
- troubleshooting time

Bidder Proposes to furnish in lieu of above: We request approval that reimbursement shall not include Road Calls & Troubleshooting Time.

Rationale: Road Calls and Troubleshooting are not an industry standard/non-recoverable expense and impossible to predict the cost impact during the bid stage.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #19, Section 7: Warranty Requirements (Addendum # 2), Timeframe - Each claim must be submitted no more than thirty (30) days from the date of failure and/or repair, whichever is later.

Bidder Proposes to furnish in lieu of above: We request approval to provide an online warranty system, iWarranty, which simplifies the process and facilitates faster response times. Contractor requires that claims must be submitted within thirty (30) calendar days from the date of failure. Claims submitted later than thirty (30) calendar days may be subject to rejection.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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DOT USE ONLY

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Reason _____

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Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #20, Section 7: Warranty Requirements (Addendum # 2), Timeframe - All defective parts must be returned to the Contractor, when requested, no more than forty-five (45) days from date of repair.

Bidder Proposes to furnish in lieu of above: We request approval for the Iowa DOT to submit/return all failed components within 45 days from the date of failure in order for the warranty claim to be considered valid.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Purchasing Section

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Fax No.: 515-239-1538

Submitted By:

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Phone No.:

Fax No.:

DOT USE ONLY

Approved _____

Disapproved _____

Reason With the understanding that the Iowa DOT will have no interaction with any parts. This will be between the transit system and the vendor.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #21, Page 14, TS 6.9, Interior Headroom - Headroom above the aisle and at the centerline of the aisle seats shall be no less than 78 in. in the forward half of the bus tapering to no less than 74 in. forward of the rear settee. At the centerline of the window seats, headroom shall be no lower than 65 in.,

Bidder Proposes to furnish in lieu of above: We request approval to provide a bus with an interior headroom of 75 inches in the rear upper area. The centerline of the window seat has a headroom no lower than 61 inches due to the ducting and passenger lights above which create lower space in this area only. The headroom shall be 48 inches when measured from the rear-most sitting area of the rear bench to the PLC enclosure directly above. The access panel directly above the rear bench does not require padding.

Rationale: These dimensions are inherent to our bus design and have proven successful and reliable in service. Furthermore, there are no risks of passengers striking their head as the proposed dimensions have proven this in service.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Purchasing Section
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Disapproved _____

Reason _____ -

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #22, Page 15, TS 7.4, CNG, Hybrid (Transit Coach), Diesel (Transit Coach) - The operating range of the coach when run on the FTA ABD Cycle shall be at least 350 miles (560 km) or 20 hours with full fuel capacity.

Bidder Proposes to furnish in lieu of above: Our goal is to achieve the highest mileage possible. However, driver habits, terrain, environmental conditions, plus the operating profile directly impact fuel economy. As we have no control over these factors, it cannot guarantee mileage.

We request approval.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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DOT USE ONLY

Approved _____

Disapproved _____ X _____

Reason This could be said for any vehicles, but manufacturers still provide estimates. Please provide your estimated mileages.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #25, Page 28, 17.2.2, Defueling System - Fuel system shall be sized to allow a bus with 20,000 scf on board to defuel within 2.5 hours.

Bidder Proposes to furnish in lieu of above: We request approval for unloading all of the fuel from the storage cylinders in approximately 3 hours.

Rationale: This is due to an excess flow feature in the solenoid valve that is in each of the cylinders; if the flow is too excessive the regulator will automatically shut down. (Inherent safety feature). The time will be dependent upon facility and specific rate of controlled discharge

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Reason _____

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

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BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #26, Page 28, 17.2.2, Labeling - "Compressed Natural Gas (CNG) Vehicular Fuel Systems Code," 1998 edition.

Bidder Proposes to furnish in lieu of above: We request approval to provide the standard "Compressed Natural Gas (CNG) Vehicular Fuel Systems Code," 2010 edition.

Rationale : 2010 edition is the latest edition which meets or exceeds the requirements.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Reason _____

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

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BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #27, Page 32, TS 24. Towing - Each towing device shall accommodate a crane hook with a 1 in. throat.

Bidder Proposes to furnish in lieu of above: We request approval to provide a crane hook with a 1.25 in. (31.8 mm) throat.

Rationale : These specifications are standard and are inherent to the design of the proposed bus.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #28, Page 40, TS 31.2, Tires - Sufficient space shall be provided to allow the Agency to carry a spare tire, if required.

Bidder Proposes to furnish in lieu of above: We request approval to ship the spare tires loose due to the space constraints in the bus. Mounting Tires on the bus is not an available option.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

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Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #29, Page 43, TS 35.2, Actuation - The total braking effort shall be distributed among all wheels in such a ratio as to ensure equal friction material wear rate at all wheel locations. Manufacturer shall demonstrate compliance by providing a copy of a thermodynamic brake balance test upon request.

Bidder Proposes to furnish in lieu of above: We would like to clarify that the lining wear is based on the axle load. Single tire versus dual tire from front to rear axle makes rear axle friction material wear faster than the front axle friction material.

Rationale: Due to the many factors involved, of which can be different at each axle, it is not possible to predict equal wear friction rate at all wheel locations. Also the braking is initiated at both axles simultaneously which also provides stability control of the vehicle as defined under FMVSS121 Section 5.3.6.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Disapproved _____X_____

Reason The spec says "the breaking effort shall be distributed." We understand brake wear will be different from one tire to the next, but the spec is that the braking distribution be the same.



Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

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Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #30, Page 43, TS 35.4, Hubs and Drums/Discs - Replaceable wheel bearing seals shall run on replaceable wear surfaces or be of an integral wear surface sealed design. Wheel bearing and hub seals and unitized hub assemblies shall not leak or weep lubricant when operating on the design operating profile for the duration of the initial manufacturer's warranty. Drum Brakes on All Axles - The bus shall be equipped with drum brakes on all axles

Bidder Proposes to furnish in lieu of above: We request approval to provide M.A.N. disc brakes with ABS on the proposed bus. The disc brake system does not use S-Cam system or automatic slack adjusters. The M.A.N. disc brake axles are equipped with MGM type 20 front brake chamber and MGM MJB 2024ET753 rear brake chambers. The rotor diameter is 17inches, the swept area is 636.4 SQ inches, and the pad area is 31 SQ inches. The brake provided is common to front and rear wheels.

Manufacturer...MGM Brakes

Type..... 24L

Maximum Operating Pressure.....130.5 psi (9.0 Bar)

Air Volume at Full Stroke (100 psi).....58.7 cu. in. (963 cc)

Maximum Stroke...2.5" (64 mm)

M.A.N. has advised that the rotor disc may be machined on either side, but the overall thickness of the disc cannot be less than 37 mm. Discs less than 37mm thick have to be replaced.

Rationale : The proposed disc brakes will greatly reduce the life-cycle costs over the anticipated 12 year service life of the buses being proposed. Please note that this feature (disc brake) is inherent to our proposed bus design. Please refer to the attachment 1 for more information.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Reason Drum brakes are the base spec because they were request by some of the transit systems. If you do not have drums as an option, that will not prevent you from bidding as it is not considered a cardinal change, but be aware this may be enough of a change that a transit system may choose to purchase a different make from another vendor. If drums are available but not able to meet the braking spec, please note to transit system requesting drums at time of purchase. If drums are available, list disk brakes and an upgrade option.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #31, Page 45, TS 37.3, Air Lines and Fittings - Nylon tubing shall be installed in accordance with the following color-coding standards:

- Green: Indicates primary brakes and supply.
- Red: Indicates secondary brakes.
- Brown: Indicates parking brake.
- Yellow: Indicates compressor governor signal.
- Black: Indicates accessories.

Bidder Proposes to furnish in lieu of above: We request approval to provide an additional color for air lines; Blue = Suspension.

Rationale: We identify suspension air lines separately to aid in service troubleshooting and preventative maintenance activities.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

Email/Fax to:

Iowa Department of Transportation

Purchasing Section

Attention: Zach Gillen

Email: zachary.gillen@dot.iowa.gov

Fax No.: 515-239-1538

Submitted By:

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DOT USE ONLY

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #32, 46, TS 37.3, Air Lines and Fittings - Flexible lines shall be supported at 2 ft intervals or less.

Bidder Proposes to furnish in lieu of above: We request approval to provide a supporting interval for both rigid and flexible lines of 30" inches or less depending on the design of these lines.

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Letting Date: June 17, 2015

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BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #33, Page 71, TS 50., TS 51., TS 51.4, WINDOWS - The driver's side window glazing material shall have a 1/4 in. nominal thickness laminated safety glass conforming to the requirements of ANSI Z26.1-1996 Test Grouping AS-2 and the recommended practices defined in SAE J673

Hidden Frame (Flush "Euro-Look") Driver's Side Window - Driver's side window, flush mounted - with single sliding sash (forward), with exterior and interior handles. Non-egress.

Safety Glass Glazing Panels - Side windows glazing material shall have a minimum of 6mm nominal thickness laminated safety glass. The material shall conform to the requirements of ANSI Z26.1-1996 Test Grouping 2 and the recommended practices defined in SAE J673.

Bidder Proposes to furnish in lieu of above: We request approval to provide continuous 6mm tempered windows for all manufacturers of glass.

Rationale : Laminated safety glass is not available for flush glass style windows.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #34, Page 73, TS 51.4, Materials

Windows on the bus sides and in the rear door shall be tinted a neutral color, complementary to the bus exterior. The maximum solar energy transmittance shall not exceed 37 percent, as measured by ASTM E-424. Luminous transmittance shall be measured by ASTM D-1003. Windows over the destination signs shall not be tinted.

Bidder Proposes to furnish in lieu of above: We request approval to provide flush passenger windows - 6 mm and 44% luminous transmittance with solar energy transmittance of 42%

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #35, Page 77, TS 54.4, Driver's Compartment Requirements - A ventilation system shall be provided to ensure driver comfort and shall be capable of providing fresh air in both the foot and head areas.

Bidder Proposes to furnish in lieu of above: We request approval to provide air directly to the driver ducted from the main evaporator outlet for diesel buses. This is possible due to the proximity of the HVAC unit and the position of the air vents to the bus interior. Air will always be available through a control vent to the upper left of the driver. There are three (3) sources of air to the driver from the Driver's Panel Louver - 448 cfm of air will be available and proper ventilation at foot area is also available.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #36, Page, 82, TS 68.1, Bumpers Location - Bumpers shall provide impact protection for the front and rear of the bus with the top of the bumper being 27 in., ±2 in., above the ground. Bumper height shall be such that when one bus is parked behind another, a portion of the bumper faces will contact each other

Bidder Proposes to furnish in lieu of above: We request approval to provide its standard bumper with Top, out edges of bumper 26.7" from ground at a rolling radius of 19". Top, center line of the bus: 24.3" from ground at a rolling radius of 19". The bumper is not wrapped around.

Rationale: This design is made inherent to fit our esthetic look. Please see the attachment 2 for more information.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #37, Page 83, TS 69.1, Finish and Color Appearance - Paint shall be applied smoothly and evenly with the finished surface free of visible dirt and the following other imperfections:

- blisters or bubbles appearing in the topcoat film
- chips, scratches or gouges of the surface finish
- cracks in the paint film
- craters where paint failed to cover due to surface contamination
- overspray
- peeling
- runs or sags from excessive flow and failure to adhere uniformly to the surface
- chemical stains and water spots
- dry patches due to incorrect mixing of paint activators
- buffing swirls

Bidder Proposes to furnish in lieu of above: We request approval to provide the “paint that shall be applied in accordance” with our standard Quality Assurance Paint Appearance Standards. Please refer to attachment 3 for more information.

Rationale : We has developed comprehensive paint standards, painting procedures and training for our employees to ensure the consistent appearance of our vehicles.

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Letting Date: June 17, 2015

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #38, Page 86, TS 71.4, Headlights – LED Headlamps shall be LED/halogen, sealed beam.

Bidder Proposes to furnish in lieu of above: We request approval to provide headlights which are a combination of LED for low beam and high intensity halogens for the high beams. Please refer to attachment 4 for more information.

Rationale: The proposed headlight modules have been specifically designed and manufactured for this bus. If required, daytime running lights are provided using the low beam LED's, reducing the usage of the halogen high beams. The design life for the LED low beams is 12 years, and the design life for the halogen high beams is 1000 hours. Halogen bulbs are easily replaceable, and the headlight assemblies are warranted for 6 years. The modules are common between our 35', 40' and 60' buses.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #39, Page 89, TS 73.3, Front End - Composite dash panels shall be reinforced as necessary, vandal-resistant and replaceable.

Bidder Proposes to furnish in lieu of above: We request approval to provide its standard plastic dash which is vandal resistant and is replaceable.

Rationale : This is inherent design for this bus.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #40, Page 99, TS 78.1.2, Rear Door(s) - If air-powered, the door system shall operate per specification at air pressures between 90 and 130 psi.

Bidder Proposes to furnish in lieu of above: We request approval to provide air powered Vapor slide glide door system at air pressure between 85 to 120 psi. Please see the attachment 5 for more information.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #41, Page 101, TS 78.4, Door Glazing - The upper section of both front and rear doors shall be glazed for no less than 45 percent of the respective door opening area of each section. The lower section of the front door shall be glazed for no less than 25 percent of the door opening area of the section

Bidder Proposes to furnish in lieu of above: We request approval to provide a full one-piece design glazing on each panel on the front door. We have standardized on the Ameriview panels to maximize the driver's visibility from the seated position.

Rationale : This design is implemented to provide the driver with an improved viewing area.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

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BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #42, Page 9, TS 5.8.1, Interior Noise - The driver area shall not experience a noise level of more than 75 dBA.

Bidder Proposes to furnish in lieu of above: We request for approval to provide 75 dBA with A/C off and 78 dBA with A/C On at the driver's area and 80 dBA at all passenger seat location following test guidelines specified in the White Book as following:

The bus shall accelerate at full throttle from a standstill to 35 mph on level commercial asphalt or concrete pavement in an area free of large reflecting surfaces within 50 feet of the bus path.

Rationale: We would like to clarify that the required noise levels in the driver's area are only achieved with the A/C off.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #43, Page 9, TS 5.8.2, Exterior Noise - The bus-generated noise at curb idle shall not exceed 65 dBA.

Bidder Proposes to furnish in lieu of above: We request approval to provide the following:

Idle Sound Levels @ 5,500 rpm (max EMP fan speeds):

Curbside = 68 dB

Streetside = 83 dB

Pull-away sound levels @ 5,500 rpm (max EMP fan speeds):

Curbside = 72 dB

Streetside = 84 dB

Please note that all values above are measured values. A penalty of 5 dB should be added to the sound level measurements shown above due to discrete audible frequencies.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #44, Page 12, TS 6.3, Maximum Overall Height (Diesel) - NOTE: For the Iowa City/Coralville metro area transit properties, maximum overall height shall be 123 in., including all rigid, roof mounted items such as A/C, exhaust, fuel systems, cover, etc.

Bidder Proposes to furnish in lieu of above: We request approval to provide a Diesel bus height of 126".

Rationale : This is inherent to the design for this bus.

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Approved _____

Disapproved _____X_____

Reason This is not a base spec...this is a note that if your bus is over 123 inches, the Iowa City transit system will not purchase your bus.

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #45, Page 49, 40.1.2, Battery Cables - Except as interrupted by the master battery switch, battery and starter wiring shall be continuous cables with connections secured by bolted terminals and shall conform to specification requirements of SAE Standard J1127–Type SGR, SGT, SGX or GXL and SAE Recommended Practice J541, with 2100 strand 4/0 cable or greater recommended.

Bidder Proposes to furnish in lieu of above: We request approval to provide a jumper power cable in the fuse box which links the disconnect switch to the main 24V busbar. A power cable feeds the starter from main 24V busbar.

Rationale: We provide this configuration to minimize the amount of electrical connections that would be stacked on the 24V load side of the disconnect switch.

This design conforms to the required SAE specifications, but does not include continuous cables as described above.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #46, Page 49, 40.1.4, Battery Compartment - The battery compartment door shall conveniently accommodate operation of the 12 V DC and 24 V DC quick disconnect switch(es).

Bidder Proposes to furnish in lieu of above: We request approval to provide a disconnect switch that is located on the fuse box. Easy access is gained to the disconnect switch through a flip open door positioned on the curbside engine compartment door.

Rationale: The proposed configuration provides easy access to the disconnect switch in the event of an emergency, or when servicing the bus. Please note that the fuse box is located directly rearward of the battery tray. The fuse box provides for a clean dry environment for the electrical connections on the disconnect switch making it an ideal mounting location. Please see the attachment 6 for more information.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #47, Page 50, 40.1.4, Battery Compartment - The batteries shall be securely mounted on a stainless steel or equivalent tray that can accommodate the size and weight of the batteries.

Bidder Proposes to furnish in lieu of above: We request approval to provide a heavy duty 3/16" polyethylene plastic enclosure with a battery tray constructed of polyethylene plastic mounted on a stainless steel sub-frame for support. The tray is equipped with drain holes and easily slides out on stainless steel rollers.

Rationale: This design is corrosion resistant, light weight and have proven to be extremely robust. Please note that the batteries are supported by structural stainless steel U-channels. Sized to provide the correct support for 2 8d batteries or 4 GP 31 batteries. Please see attachment 6 which provides further information the battery tray.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #48, Page 52, 40.3, Low Voltage/Low Current Wiring and Terminals - Ultra-sonic and T-splices may be used with 8 AWG or smaller wire. When a T-splice is used, it shall meet these additional requirements:

Bidder Proposes to furnish in lieu of above: We request approval to provide a T-splice on the 60' coach with a 2 ga. cable which supplies the power from the joint to the electrical panels in the front of the coach.

Rationale : Test results shows that with our specialized high current "T" splice actually has less resistance than using the continuous cable. Using the "T" also provides for less cables running through the coach, lowering the possibility of power cables chaffing.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #49, Page 52, 40.5, Electrical Compartments - The components and their functions in each electrical compartment shall be identified and their location permanently recorded on a drawing attached to the inside of the access panel or door. The drawing shall be protected from oil, grease, fuel and abrasion.

Bidder Proposes to furnish in lieu of above: We request approval to ship the side console decal loose.

Rationale : We ship the side console decal loose because there isn't an ideal location to mount the decal on the interior of the coach. This gives the customer the flexibility to loosely locate the decal or mount the decal in a preferred location.

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #50, Page 58, 44.5, Normal Bus Operation Instrumentation and Controls

Device: Drive selector
Description: Touch panel switch
Location: Side Console
Function: Provides selection of propulsion: forward, reverse and neutral
Visual/ Audible: Gear selection

Bidder Proposes to furnish in lieu of above: We request approval to provide a shift selector which is positioned on the right side of the instrument panel in easy reach of the driver.

Rationale : This layout allows for the defroster controls to be located on the left side of the instrument panel giving the driver easy access to both of these controls. Please see attachment 7 for further clarification on the location.

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Email/Fax to:

Iowa Department of Transportation
Purchasing Section
Attention: Zach Gillen
Email: zachary.gillen@dot.iowa.gov

Fax No.: 515-239-1538

Submitted By:

Company:

Address:

City State Zip

Phone No.:

Fax No.:

=====

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Approved _____ X _____

Disapproved _____

Reason _____ -

Signature: _____

Date: _____



Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #51, Page 60, 44.5, Normal Bus Operation Instrumentation and Controls –

Device: Fire suppression

Description: Red push button with protective cover

Location: Dash left wing or dash center

Function: Permits driver to override and manually discharge fire suppression system

Visual/Audible: Red light

Bidder Proposes to furnish in lieu of above: We request approval to provide the fire suppression manual actuator and fire suppression control module located above the driver on the saw tooth panel.

Rationale : This mounting location is ideal as it's easy to access by a seated driver. Please see page 3 of attachment 8 for further clarification.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Letting Date: June 17, 2015

Proposal No.: 14303

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Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #52, Page 61, 44.5, Normal Bus Operation Instrumentation and Controls

- Methane detection function (CNG only)
- Detection of system integrity
- Detection of system integrity
- Property specific or dash center
- Detects system failure, No start condition, amber light.
- Methane detection (CNG only)
- Indication of 20% LED emergency light (LEL)
- Property specific or dash center
- Detects levels of methane
- Flashing red at 20% LEL
- Methane detection (CNG only)
- Indication of 50% LEL
- Property specific or dash center
- Detects levels of methane
- Solid red at 50% LEL

Bidder Proposes to furnish in lieu of above: We request approval to provide a control panel supplied by Amerex for CNG coaches. This control panel is mounted next to the manual Fire suppression actuator.

Rationale : The control panel provides indication of the trace and significant gas concentrations. The control panel is mounted on the saw tooth panel above the driver. Please see the attachment 8 for further clarification on the location of the control panel.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #53, Page 80, TS 62.1, Side Body Panels (Transit Coach) - Side Body Panels (Transit Coach)

Structural elements supporting exterior body panels shall allow side body panels below the windows to be repaired in lengths not greater than 12.5 ft.

Bidder Proposes to furnish in lieu of above: We request approval to provide a 207.16" long front body panel on the curbside and a 158.46" long mid streetside panel.

Rationale : This is inherent to the design of the bus. Please see attachment 9 and 9.b for more information.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #54, Page 34, TS 28.1, Driver's Area - Stainless steel trim material.

Bidder Proposes to furnish in lieu of above: We request approval to supply anodized aluminum trim in areas where stainless steel trim cannot properly be formed for the given application.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #55, Page 64, TS 45.3, Storage Box - An enclosed driver storage area shall be provided with a positive latching door and/or lock. The minimum size is 2750 in.3

Bidder Proposes to furnish in lieu of above: We request approval to provide an operator storage box located behind the operator's seat with a dimension of 19.5" x 12" x 9.5". Please note that this box is tapered to accommodate the driver's seat recline angle.

Rationale : Due to space limitation, it will provide about 0.55 cubic foot capacity. Please see attachment 10 for more information.

Please note there is a space limitation installing a larger box.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

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BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #56, Page 25, TS 17.1.2, Fuel Lines, CNG - Fuel hose connections, where permitted, shall be less than 48 in. in length, made from materials resistant to corrosion and action of natural gas, and protected from fretting and high heat and shall be supported approximately every 12 in.

Bidder Proposes to furnish in lieu of above: We request approval to provide the CNG flexible hose with an approximately length of 16.5" which is not supported but fixed at both ends.

Rationale : The support in between is not required as the flexible hose is fixed rigidly from both the ends. Please see attachment 11 for more information.

NOTE: The determination of acceptance of this BRAE request is only valid for the bid for which it was submitted. BRAE approvals received for this bid do not determine or set a precedent for what is acceptable in any other bid posted by the State of Iowa.

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Bidders Request for Alternatives or Exceptions (BRAE)

Letting Date: June 17, 2015

Proposal No.: 14303

BRAE form due on or before: June 1, 2015

Item: ADA Accessible Heavy Duty Buses

Spec. No. Heavy Duty Bus Spec.

Request: #57, Page 61, 44.5, Normal Bus Operation Instrumentation and Controls -

Device: Alarm acknowledge

Description: Push button momentary

Location: Approved location

Function: Permits driver to acknowledge alarm condition

Visual/ Audible:

Bidder Proposes to furnish in lieu of above: We request approval to remove this requirement as we do not have this as an available option.

Rationale: Allowing the alarm to be extinguished could result in incomplete diagnosis of the problem, which could further create more problems. We also offer the Connect system that allows for remote diagnostics in turn reducing the road calls. Please see Attachment 12 for more information.

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