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**REQUEST FOR PROPOSALS #059-16
Athletic Teams Medium Duty Passenger Bus Lease
ADDENDUM #2**

This addendum responds to initial inquiries and / or questions submitted by vendors.

The University of Maine

University of Maine
at Augusta

University of Maine
at Farmington

University of Maine
at Fort Kent

University of Maine
at Machias

University of Maine
at Presque Isle

University of
Southern Maine

Q1. Vendor A -

I highly doubt that any manufacturer can build a 25-pass w/ rear AND overhead luggage bus and still meet the 95% of GVWR spec – which is not a bad spec to include in the bid, as factory weight calculates at 150 lbs per passenger and that's not a very accurate average for college sports teams. If you take out a row of seats and go to 21 passengers you'll take 600 lbs out, plus the seat weight, plus shorten the bus by 2' so you'll PROBABLY make your target, but even that'd be tight. And at the end of the day, if you're going to take players on these long-distance trips, the E450 – even with MorRyde – isn't going to be the greatest ride you could get. Plus fitting all the seats you want will most likely require an uncomfortably short hip-to-knee seat spacing. Another option is to go with all 29-passengers F550s with air-ride suspension. You could do 25-passenger F550s, but that's a big price jump to go from an E450 to an F550 and a very small price jump to add a few more seats.

Vendor B –

I do not know of any Manufacturers that can make weight with 25+Driver+Rear Luggage+Overhead luggage. When we start adding additional equipment with hb seats, overhead racks etc weight starts adding up. They should be made aware that a 25+RL with all these options will most likely not make weight on an E450.

- A1. *RFP #059-16 Section 2 – Exterior Features:***
Minimum Ford E 450 for 25 Passenger and F550 for 29 Passenger Goshen G-Force (for comparison) or equal or better quality.

Minimum 14,200 GVWR for 25 Passenger and minimum 19,500 GVWR 29 Passenger Medium Duty Buses – Respondent awarded contract shall be responsible for certifying that all buses delivered shall not exceed 95% of front spring and 95% of rear spring capacity rating without exceeding GVWR of chassis (determined by engineering calculated loaded bus axle weights) described in response.

It is important to the University that the buses shall not exceed weight capacity. Any responses that do not meet specifications for and cannot

be certified and exceeds weight limits may be disqualified.

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