

VTA Response to Questions and Requests for Clarification – RFP # 2017-02

November 29, 2016

DATTCO, Inc
Approved Equals

VTA responses appear in red.

The following items (1 – 13) pertain to the rear entry minivan and describe areas where the rear-entry, long-cut (2 wheelchair) Braun Commercial Entervan deviates from the spec.

1. Page 10 of 30 – Capacity: with no Wheelchairs – 5 Ambulatory, plus Driver; with 1 Wheelchair Passenger – 3 Ambulatory, 1 Wheelchair, plus Driver; with 2 Wheelchair Passengers – 1 Ambulatory, 2 Wheelchairs, plus Driver.
Clarification – One (1) wheelchair passenger and five (5) ambulatory is adequate.
2. Page 10 of 30 – Fuel Tank: The fuel tank cannot be OEM on a long cut rear entry conversion it has to be an Aftermarket tank. All other specifications would be met in regards to the fuel tank/system.
OEM fuel tank is adequate.
3. Page 11 of 30 – Suspension: The Braun Corporation test the Side Entry ADA conversion to FMVSS 126 based on a significant body raise on both the front and rear of the van. The Rear Entry ADA conversion has only a slight raise in the rear and therefore there was no reason to test the Rear Entry Conversion to FMVSS 126.
No FMVSS 126 required, as the VTA is seeking a rear lift entry vehicle.
4. Page 11 of 30 – Wheels: The spare tire cannot be mounted underneath the vehicle on a Rear Entry Long Cut conversion there is nowhere to mount it. The spare tire would be mounted inside the vehicle on the driver's side rear wall.
Inside mounted spare is acceptable.
5. Page 12 of 30 – Body Specifications: Interior height on the Long Cut Rear Entry is 58" not 59".
58" interior height is acceptable.
6. Page 12 of 30 – Passenger Doors and Stepwells: The side sliding doors are OEM and not modified on the Long Cut Rear Entry conversion. Those dimensions are 27.7" x 44.5".
OEM door sizes are acceptable.
7. Page 12 of 30 - Passenger Doors and Stepwells: Rear Entry Lift Door
Request needs further clarification.
8. Page 13 of 30 – Ground Effects: There are no ground effects needed on a Rear Entry conversion. Ground effects are only applicable on a Side Entry conversion.
Request is acceptable.
9. Page 13 of 30 - Flooring: The Rear Entry conversion doesn't have a 3/8" marine grade plywood sub floor. The Altro flooring is glued directly to lowered floor pan.
Request is acceptable.

10. Page 13 of 30 - Flooring: The lowered floor skin is constructed of 14 ga. galvanized steel. The frame rails shall be made of laser cut and formed 7 ga. steel. The floor shall be lowered from the rear of front row seats to the rear hatch. The width of the floor shall be a minimum of 33". The side entry lowered floor is constructed of Aluminized Steel.
Request is acceptable.
11. Page 13 of 30 – Seats and Grab Handles: Rear Second Row Bench Seat is not an available seat option on a Long Cut Rear Entry conversion. The seating will be as follows: Driver Seat & Co-Pilot seats in the 1st Row, OEM Flip n' Fold Seats in the 2nd Row, and a Freedman 2 passenger foldaway Seat in the 3rd Row.
No third row seating necessary in base vehicle, offer as an option.
12. Page 13 of 30 – Mobility Device Restraint Systems: Each vehicle shall be equipped with one (1) Q-Straint QRTMAX slide-n-click series forward facing mobility aid securement and occupant restraint system. The system shall utilize slide-n-click receivers, capable of securing a variety of common mobility aid designs and accommodate a wide range of occupant sizes. All attachment hardware and anchorages shall meet or exceed the 30 mph/20 Impact Test criteria per SAE J2249, 36 CFR Part 1192 and CFR Part 38, and all applicable Federal Motor Vehicle Safety Standards, as amended. Each securement position system shall consist of four (4) retractable securement strap assemblies that attach to the structural frame of the mobility aid at four separate points and anchor into the Q'Straint pucks on the vehicle floor at four separate points. Each securement system shall have a corresponding occupant restraint system. The occupant restraint system shall consist of an adjustable lap and a shoulder belt and shall meet all applicable Federal Motor Vehicle Safety Standards.
Request is acceptable.
13. Page 14 of 30 – Mobility Device Aid Ramp: The FlexFlat ramp is not an option with the Long Cut (2 wheelchairs positions) rear entry van. The vehicle shall be equipped with a manually operated mobility access ramp which stows vertically (still does not obstruct the window) and deploys through the rear hatchdoor.
Denied, FlexFlat ramp required.
14. Dual Access Entry System (ambulatory and wheelchair entrance) AKA Shift-n-Step:
Denied
15. AbiliTrax Mobility Upfit Floor System:
Denied.

Items 16 through 25 are in reference to the Type E2 van

16. Chassis Interior Width – The specification is requesting a minimum of 77" at the seat rail. This width of the interior will be only 67" from wall to wall.
Approved.
17. Fuel Tank – The Ford Transit has a 25 gallon fuel tank. The bid is requesting a 40 gallon minimum.
Approved.
18. Suspension System – Requesting a MorRyde Suspension system. Ford QVM does not allow any aftermarket systems. The vehicles are equipped with a Roll Stability Control system (RTS) and aftermarket suspension systems are not compatible with the RTS system. Please remove this requirement.
Approved.

19. Electrical – The OEM Battery is under the Driver seat and is installed in an OEM plastic storage housing inside the Steel seat pedestal. The bid is requesting a stainless steel battery compartment; please accept the OEM battery compartment as an approved equal.

Approved.

20. Exhaust – Requesting stainless steel exhaust system. Please accept the OEM exhaust system as an approved equal.

Approved.

21. Passenger Bus Style Entry Doorway – Our door kit slightly extends past the contour of the van. We choose to do this to help structurally reinforce the door way. Please accept this or remove the requirement to contour the door to the chassis body.

Approved.

22. Passenger Bus Style Entry Doorway – We do cut into the Boron Steel to create an opening that does not require the average passenger to duck while exiting the vehicle. Our opening is 84” by 38”. Our door kit which cuts into the boron steel as well as our structural integrity tests have been reviewed by Ford QVM during our last two audits and they have deemed our door kit to meet the requirement of OEM equivalent or better. Please allow our door kit or remove the section referencing cutting the Boron Steel.

Door kit approved.

23. Exterior Lighting – The bid is requesting LED lights, the lights are Ford OEM and Ford did not use LED lights. Please allow OEM lights as an approved equal.

OEM lights approved.

24. Emergency and Safety Equipment – The vehicle will come with a front and driver side ejection mitigation system only.

Approved.

25. Altoona Testing – Due to this vehicle being a mass produced van, Altoona Testing is exempt from this chassis as long as it has been modified within QVM Standards.

Acceptable, provide any referenced safety documentation from FMVSS or OEM.

Items 26 through 37 are in reference to the rear entry minivan

26. Pg 2 Calls for a mini van with a rear entry but specs on page 10 calls for a side entry ramp van.

Rear entry.

27. Pg 4 Please remove the words Purpose Built The rear entry Dodge Grand Caravan is not Purpose built.

Acceptable, rear entry for mobility devices is required.

28. Pg 10 Capacity: Please change to rear entry allows room for maximum two (2) ambulatory adult forward facing seated passengers including driver and two (2) passengers seated in mobility aids. Or four (4) ambulatory adult forward facing seared passengers including driver and one (1) passenger seated in mobility aid.

Acceptable.

29. Modification of the vehicle floor area on the rear entry is a cut from front passenger seats to rear of van.

Acceptable.

30. Pg 10. Chassis: Please remove OEM load leveling and height control. This is not required on the rear entry mini van.

Acceptable.

31. Pg 11 Wheels: OEM Spare tire can not be mounted under van on a fullcut rear entry. Tire is mounted in the van with a cover.
Acceptable.
32. Pg 12 Passenger door: left and right passenger doors are OEM and not altered to 56" on a rear entry mini van. The rear door does meet the ADA 56" opening.
Acceptable.
33. Rear entry door is not available with a electric assist unless supplied by OEM.
Prefer electric assist. Check with OEM.
34. Pg 13 Flooring: please remove 3/8" marine grade wood floor. This is not required on rear entry mini van.
Approved.
35. Pg 13 Seats and Grab handles Rear second row bench is not available on the full cut rear entry only 2 single forward flips seats in the second row.
Approved.
36. No grab handles are available on the OEM seats.
Approved.
37. Pg 14 Mobility aid ramp. Flex flat ramp is only available on rear entry mini vans.
FlexFlat ramp required.