

## MV14 – Response to Vendor’s Questions:

1. **Vendor Question:**

“I believe the Purchasing Division should require all bidders to use the same date of publication EPA mileage guide. Two things in the past cause me to make this request.

First, I believe it was the last bid, but one of your bidders could not supply EPA mileage figures for some of its vehicles because they were not yet available. It appeared to me that the bid was not awarded until the bidder complied with the bid request. It is possible that the figures other bidders used in their bid could have changed by the time the non-compliant bidder became compliant.

Secondly, by the time the bid was awarded, a bidder that was not awarded the bid can protest the bid if the latest edition of the EPA Mileage Guide now shows his bid to have better mileage than to who the bid was awarded.”

**Response:** Please see the revised section 4.3 of the specifications.

2. **Vendor Question:**

“I am fine with the concept of one of the elements in awarding a bid is using EPA mileage figures to calculate a life cycle cost. But, I do not believe you go far enough. I feel that you should factor in the manufacturer’s warranty. Currently, the longest warranty use for light vehicles is 100,000 miles. The same mileage you use with fuel mileage rating. I believe all bidders have at least a base warranty of 36 months/36,000 miles; therefore, you could assign a value to warranties over 36 months/36,000 miles.”

**Response:** Acknowledged, section 3.1.1.8 of the specifications remains as written.

3. **Vendor Question:**

“Section 3.1.1.1 M states that floor mats should be installed. It's perfectly reasonable to request floor mats for cars, sport utilities and passenger vans. Since there is not a requirement (nor would I recommend) for interior type (Cloth vs. Vinyl, Carpet Floor Covering vs. Vinyl Floor Covering), the requirement of floor mats will greatly increase the cost of trucks and cargo vans that normally come with vinyl floor covering. In most cases, for floor mats to properly and safely installed, it will require carpet floor covering because most vehicle with vinyl floor covering are not equipped with the floor mat retaining hooks found in most of today's vehicles.”

**Response:** Please see the revised section 3.1.1.1 of the specifications.

4. **Vendor Question:**

“Page 23, Item O. requires power windows and locks on all doors. Some vans do not have power windows available other than for the front two doors (i.e. the side and rear doors on the cargo and passenger vans offered on a Ford Econoline are not powered). Would you change this specification to exclude vans?”

**Response:** Please see the revised section 3.1.1.1 of the specifications.

5. **Vendor Question:**

“Page 20, 2.1 Does a CNG/ bi-fuel vehicle require the prep package only for potential conversion to use CNG or must it be a completed vehicle that can operate on CNG?”

**Response:** CNG/Bi-fuel vehicle must be a completed vehicle that can operate on CNG.

6. **Vendor Question:**

“Page 22, 3.1.1.1 item H. Do you consider All terrain or On/Off road tires to meet or exceed the all season tire specification?”

**Response:** Yes

7. **Vendor Question:**

(Page 22, 3.1.1.1 ) “J. Rear window defogger is not available on some full size vans, could these be exempted along with trucks?”

**Response:** Please see the revised section 3.1.1.1 of the specifications.

8. **Vendor Question:**

(Page 22, 3.1.1.1 ) “Would you consider removing the requirement of floor mats for vehicles with a vinyl floor, particularly trucks and vans?”

**Response:** Please see the revised section 3.1.1.1 of the specifications.

9. **Vendor Question:**

“Page 23, 3.1.1.3 Do converters of CNG vehicles have to be OEM and EPA certified/approved?”

**Response:** Please see the revised section 3.1.1.3 of the specifications.

10. **Vendor Question:**

“Page 30 6.1 and 6.2 Vehicle dealers do not control the scheduling, production, or shipment of vehicles. We can never guarantee a delivery date. I would suggest that instead of requiring the vendor to deliver within a specific period of time, that the vendor be required notify the Fleet Management Office (or others as you deem necessary) of any abnormally long delays, to advise

of such, explain the reason for the delay, and work with them to resolve any problems that such a delay might cause. No cancellation of an order is possible by the dealer after that order has been scheduled for production by the manufacturer, therefore, the purchase order should not be cancelable after this "point of no return" has been reached."

**Response:** Acknowledged, the specifications in page 30, sections 6.1 and 6.2 remain as written. The liquidated damages clause found on page 10 has been revised.

**11. Vendor Question(s):**

The following are requests for specification changes to the individual classes of vehicles:

Class 1 – Reduce the wheelbase minimum to 98.0 inches.

Class 2 – Reduce the wheelbase minimum to 104.0 inches.

Class 3 – Reduce the wheelbase minimum to 108.0 inches.

Class 4 – Allow a rear wheel drive to be bid in addition to a front wheel drive and increase the maximum GVWR to 5300 lbs.

Class 7 – Reduce minimum wheelbase to 119, increase the maximum GVWR to 7,300 lbs. and reduce the minimum GVWR to 6,500 lbs.

Class 7A - Reduce minimum wheelbase to 119, increase the maximum GVWR to 7,500 lbs. and reduce the minimum GVWR to 6,500 lbs.

Class 8 – Reduce the minimum wheelbase to 121 inches.

Class 14 – Reduce the minimum wheelbase to 140.0 inches

Class 14A - Reduce the minimum wheelbase to 140.0 inches

Class 15 and above – It was discussed in the pre-bid meeting that you would look into adjusting the GVWRs so that ¾ ton trucks as well as one ton trucks would have their own Classes and you agreed to consider offering a class for each truck as an extended cab in addition to the regular cab and crew cab Classes that are currently on the contract

**Response:** The above recommendations for changes to the individual classes of vehicles have been reviewed and are addressed in the revised pricing pages.

**12. Vendor Question(s):**

The following are additional requests for specification changes to the individual classes of vehicles:

Additional Questions/Requests:

Class 3 - Reduce wheel base requirement to 108

Class 4 - Change Drive to front OR rear wheel

Change Engine to 6 cylinder

Class 6 - Being 2 Wheel Drive (assuming that means front or rear) decrease GVWR Requirement to 4900 lbs.

Class 7 - Decrease Wheel Base to 119, Decrease Minimum GVWR to 6499

Class 7A - Decrease Wheel Base to 119, Decrease Min GVWR to 7099

Class 8 - Decrease Wheel base to 121

Add Class 8A Mini Van Cargo - Wheel Base 121, 2 Wheel/Front Wheel, 2 Passenger (including Driver), GVWR 4900 to 6100

Class 10 - Change Drive Requirement to accept front or rear wheel drive, Reduce Minimum Wheel base to 118 but maintain same GVWR Requirements

Even though there are many different wheel bases, Class 14 and 14A should have a minimum of 140

Class 15A - Reduce GVWR to 8650 unless you want the 4x4 option to require going from 3/4 ton to 1 ton, if so need to increase max gvwr

Class 16 and 16A - Decrease wheelbase to 149, 16A same as 15A decrease min gvwr or increase max

**Response:** The above recommendations for changes to the individual classes of vehicles have been reviewed and are addressed in the revised pricing pages.