

THE PORT AUTHORITY OF NY & NJ

**PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER
150 GREENWICH STREET, 21ST FL.
NEW YORK, NY 10007**

5/12/2017

ADDENDUM # 3

To prospective Bidder(s) on Bid # 48815: Utility Track Vehicles and Associated Spare Parts for PATH (FTA)

Due back on 5/26/2017, no later than 11:00 AM

I. CHANGES/MODIFICATIONS

The following changes/modifications are hereby made to the solicitation document:

- A. The deadline for submission of questions on this solicitation is May 16, 2017, no later than 5:00 PM.
- B. Delete “Way and Structures Division” in all places in the solicitation document.
- C. Part V, the Specifications, Part One - General Provisions:
 - In Section 9 “Working Drawings”, delete item 2 in the list of Working Drawings inclusions and replace it with “Structural analysis calculations”.
 - In Section 9 “Working Drawings”, delete the words “and oxygen” from item 4 in the list of Working Drawings inclusions.
- D. Part V, the Specifications, Part Two - Technical Requirements:
 - In Section 8 “Engine and Power Train”, insert the following as the second sentence in paragraph a:

“At the time of emergency shutdown, the system shall notify the operator of the reason for shutdown. The system shall provide an emergency shutdown override system for PATH to clear the track.”
 - In Section 10 “Engine Compartment”, delete the first sentence.
 - In Section 18 “Transmission”, paragraph b., replace the second bullet with the following:

“One variable displacement hydraulic motor on each axle gear with engage/disengage device (four total).”

- In Section 18 “Transmission”, paragraph d., replace the fifth sentence with the following:

“Hydraulic Oil Temperature and Hydraulic Drive pressure are to be digitally displayed on the control panel in the two cabins.”

- In Section 21 “Wheels, Axels, Bearings, Frame and Suspension”, paragraph k., replace the first sentence with the following:

“Axles shall utilize double-row, tapered roller type axle bearings, or PATH-approved axle bearings similar in form, fit, and function.”

- In Section 25 “Cabin”, paragraph l. b):

- Replace “Oil Pressure - Transmission psi” with “Oil Pressure - Hydraulic Drive pressure - psi”.
- Replace “Oil Temperature - Transmission Fahrenheit” with “Oil Temperature - Hydraulic Oil Temperature Fahrenheit”.

II. BIDDER'S QUESTIONS AND ANSWERS

The following information is available in response to questions submitted by prospective Bidders. The responses should not be deemed to answer all questions which have been submitted by Bidders to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to particular questions asked by Bidders does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction, or implication with respect to the terms.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the Contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Bidder, by submitting its Bid, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, whether made orally or in writing, shall impair or limit the effect of the warranties of the Bidder required by this Bid or Contract and the Bidder agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.

Question #1	In Section 8 “Title to Materials” in Part III, as it relates to transfer of ownership of the manufactured equipment and spare parts; and Section 17 “Inspection and Acceptance” in Part III, as it relates to risk of loss; would PATH consider modifying the point at which title transfers to the point when the goods are unloaded at the FOB destination?
Answer #1	No.
Question #2	In Section 12 “Towing and Speed Performance” in Part Two of Part V, is 14 MPH acceptable as opposed to 20 MPH?
Answer #2	No.
Question #3	In Section 1 “General”, subparagraph “c” in Part Two of Part V, is the requirement of the UTVs being capable of attaching to each other as multiple units (MU) intended to mean that one lead unit can control the entire consist propelling and braking?
Answer #3	See Section 50 “Attachment to Other Cars”, in Part Two of Part V.
Question #4	How many UTVs may be connected at once, and would PATH accept the coupling of two (2) units rear to rear?
Answer #4	Normal configuration will be a coupling of two (2) units. All eight (8) units must be capable of coupling at either end.
Question #5	Would PATH consider modifications to the warranty provisions?
Answer #5	No.
Question #6	Is the warranty term for this contract one (1) year?
Answer #6	See Part III, Section 13 “Equipment Warranty” and Part Two of Part V, Section 41 “Warranty”
Question #7	In Section 9 “Working Drawings” and Section 10 “Shop Drawings” in Part One of Part V, would PATH consider modifications to the required drawings?
Answer #7	No.
Question #8	In Section 9 “Working Drawings” in Part One of Part V, please clarify the intent for oxygen.
Answer #8	See above Modification C.
Question #9	Would PATH accept an “Engine Shutdown Override System”? This would permit traveling the machine to clear the main line.
Answer #9	Yes.

Question #10	The engine housing is provided with the non-sound insulated certified Tier IV Engine Package and cannot be modified. Is this acceptable?
Answer #10	Yes.
Question #11	Panolin, a biodegradable hydraulic fluid, will be used. Is this acceptable?
Answer #11	See Part II Section 11 “PATH Bid Submission Requirements for Alternate Products” and Part Two of Part V Section 15 “Hydraulic System.”
Question #12	Is a Creep Drive required with Hydrostatic Drive, or will the speed of “low” gear while in Work be acceptable?
Answer #12	See Section 18. “Transmission”, in Part Two of Part V.
Question #13	Since no clutching is required on the unit, can the term “clutching/declutching” be replaced with “engage/disengage”?
Answer #13	See above Modification D.
Question #14	Can transmission oil temperature and pressure be replaced with hydraulic oil temperature and hydraulic drive pressure?
Answer #14	See above Modification D.
Question #15	Is an electrically operated direct brake required?
Answer #15	See Section 19. “Brakes” in Part Two of Part V.
Question #16	In Section 19 of Part Two of Part V “Brakes” paragraph j. 2., please provide clarification as to the reference to a hybrid system?
Answer #16	“Hybrid” refers to the different types of braking systems described in this Section.
Question #17	Would PATH accept cylindrical roller bearings instead of tapered bearings for the axles?
Answer #17	Yes. See above Modification D.
Question #18	Specification for gauges in Part Two of Part V, Section 25. “Cabin” indicates two sets of battery gauges. Are two separate sets of batteries required?
Answer #18	The two battery sets are listed for reference only and are not required.

Question #19	In Part Two of Part V, Section 42 “Repair Parts and Service”, paragraphs a. to c., please clarify when certain lists of information are required?
Answer #19	Refer to Part III Section 5 “Progress Schedule.”
Question #20	Please confirm that three (3) complete sets of filters (air, fuel, etc.) must be provided for each UTV.
Answer #20	See Section 42. “Repair Parts and Service”.
Question #21	In Section 43 “Startup and Training”, paragraph B. c), is the 40 hours of instruction required once per the contract or for each of the 8 machines totaling 320 hours?
Answer #21	Once for total of 40 hours.

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

SELENE ORTEGA, MANAGER
COMMODITIES & SERVICES DIVISION

BIDDER'S FIRM NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO JOHN SANTIAGO AT John.Santiago@panynj.gov OR (212) 435-4613.