

Q#	IFB Document Name	Document Section (Name or number)	Bidder Question	OGS Response
1	General	General	Are bids accepted for bodies only per Lot or only for complete truck packages?	<p>Lot IV, Dump, Stake, and Service/Utility Truck Bodies, includes specifications for six (6) configurations of Truck Bodies. A Bidder may submit a bid for only Lot IV.</p> <p>Pursuant to IFB Section I.1 <i>Overview</i>, “A Bidder is <u>not</u> required to bid on every Lot; A Bidder may bid on as few or as many Lots as desired, subject to the following conditions: Only a Bidder that has bid on Lot I, Lot II-A <u>and</u> Lot II-B may bid on Lot III; A Bidder that submits a bid for Lot III is required to bid on Lot I, Lot II-A <u>and</u> Lot II-B. A Bidder that submits a bid for any Lot(s) is required to bid on all Items within the applicable Lot(s) bid.</p>
2	General	General	In what section do I find the actual truck specs for the referenced bid (22746 Med Duty Trucks)?	Specifications are included in IFB Section III.2 <i>Product Requirements</i> , and in Attachment 1 – <i>Specifications and Price Pages</i> .
3	General	General	Will we get an automatic email with the latest price pages and other documents that are updated, or do we have to search for it?	<p>In accordance with IFB Section V.5 <i>Bid Format and Content</i> Paragraph I, “Bidder is responsible for ensuring that the most recently updated version of all required documents has been submitted. Any updated versions released after the initial bid release date will be posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP and announced via the OGS Bidder Notification Service (BNS). Failure to submit the final version of Attachment 1 – <i>Specifications and Price Pages</i> as posted on the OGS website and announced via the BNS shall result in the bid being deemed non-responsive and in the rejection of the bid.”</p> <p>To register for the BNS, or update an existing registration, visit https://online.ogs.ny.gov/vendorregnet/Default.aspx.</p>
4	General	General	Can a customer with an existing chassis use this contract to buy just one piece or do they have to buy both?	As stated in IFB Section I.2 <i>Scope</i> , “The purpose of this IFB and the resultant Contracts is to provide Authorized Users with a means of acquiring Medium Duty Chassis Cab Trucks (Class 5 through 7), Truck Bodies (Dump, Stake, Service/Utility, and Switch-N-Go Interchangeable Body Systems), and associated Options. It is anticipated that Authorized Users will order Product from the Chassis Cab Contractor and Truck Body Contractor in order to form an Upfitted Truck.” There is no requirement that an Authorized User use the resultant contracts to purchase both a Chassis Cab and a Truck Body to form an Upfitted Truck.

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5	General	General	What is your thought on using joint ventures? Such as a body company and chassis company working together to put a bid together.	<p>Joint ventures will be considered in accordance with IFB Section II.27 <i>Joint Ventures</i>, which is set forth below.</p> <p>Section II.27 <i>Joint Ventures</i></p> <p>Should the Contractor elect to undertake Contract performance with a joint venture partner, the Contractor acknowledges that all other members of the joint venture would likely be deemed to be subcontractors and the Contractor may be liable for claims made against an uninsured Joint Venture partner. Contractor shall require all such Joint venture partners, prior to commencement of an agreement between Contractor and the Joint venture partner, to secure and keep in force during the term of any Contract resulting from this IFB, the insurance requirements of this document on the Joint venture partner, as applicable.</p> <p>In the sole discretion of the Commissioner, any bid may be rejected on the basis that such bid may unfairly affect competition or may not be able to fulfill the requirements of the Contract. Also see Attachment 8 -- New York State Required Certifications.</p>
6	General	General	Can you clarify the Lot IV award to potentially 2 vendors? How is it determined how the two vendors are awarded? Could end users go straight to the secondary or would there need to be a justification? Could a customer use the secondary because they had the lowest price on a particular item?	<p>In accordance with IFB Section III.14 <i>Procurement Instructions</i>, Paragraph B: "The resultant Contracts for Lot IV <i>Dump, Stake, and Service/Utility Truck Bodies</i>, are tiered. Executive Agencies are required to purchase from the Primary Truck Body Contractor, unless written justification for purchasing from the Secondary Truck Body Contractor is approved by the Department of Budget, OGS or other control agency. Authorized Users, other than Executive Agencies, are encouraged to purchase from the Primary Truck Body Contractor." This written justification may be anything that proves, to the satisfaction of the applicable control agency, that the Primary Truck Body Contractor does not meet the form, function and utility of the Product needed by the Authorized User.</p> <p>The two (2) Lot IV Contractors shall be awarded in accordance with IFB Section IV.1.5 <i>Lot IV: Dump, Stake, and Service/Utility Truck Bodies</i>, which states: "Up to two (2) Contract awards shall be made for Lot IV, to the two (2) responsive and responsible Bidders representing one or more OEM's Truck Bodies with the two (2) lowest Grand Total For Lots. The Bidder with the lowest Grand Total For Lot will be the Primary Truck Body Contractor and the Bidder with the second lowest Grand Total For Lot will be the Secondary Truck Body Contractor. OGS reserves the right to award to only the responsive and responsible Bidder with the lowest Grand Total For Lot, if it is determined that it is in the best interests of the State.</p>

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7	General	General	After award, can a Contractor offer additional models besides the one awarded.	<p>No. After award, the Contractor cannot offer additional models besides the one(s) awarded. This is not a catalog contract.</p> <p>IFB Section III.2.5 has been amended to add the following sentence: “A Contractor shall only offer the Chassis Cab or Truck Body make and model(s) awarded for each Item. Additional Options may be offered in accordance with Section III.2.7 <i>Chassis Cab and Truck Body OEM Options</i> and Section III.2.8 <i>Aftermarket Components</i>.”</p>
8	General	General	After award, can the Truck Body Contractor offer box trucks or combination Dump and Service/Utility bodies if the same discount is offered?	<p>The IFB and resultant contracts are only for the Truck Body types specified (i.e., Dump, Stake, and Service/Utility Truck Bodies). Box Truck Bodies are not included in the specifications and therefore shall not be offered under the resultant contract.</p> <p>A Contractor may offer Options in accordance with IFB Section III.2.7 <i>Chassis Cab and Truck Body OEM Options</i>, which states in part that “Authorized Users may purchase the Item awarded and choose to have Options added or deleted. Such Options will generally be considered OEM, but may be from other suppliers that the OEM may utilize and/or may be considered part of the OEM’s standard line of products for the Chassis Cab or Truck Body. The Options would normally be readily available from the “factory” when the OEM is building the vehicle and would normally be expected to be listed on the OEM Pricelist.”</p> <p>If a “combination Dump and Service/Utility body” is an available Option for an awarded Base Item, then it may be offered under the resultant contract.</p>
9	General	General	The chassis side is bidding off a mileage set, and the body side is bidding off another mileage set, how is that being accounted for after bid evaluation and during the contract, when the vehicle goes to the end user? Between the two vendors, do they each charge separate mileage for their portion?	<p>Delivery mileage will be calculated and charged to the Authorized User in accordance with IFB Section III.1.5 <i>Delivery</i>, which has been amended to include the following sentence: “The cost of delivery shall be calculated either on a per mileage basis, or in accordance with the Delivery Allowance Schedule (DAS) below, whichever is less,” and to add additional clauses related to per mileage calculation and the DAS. Please see the revised IFB for the complete, revised Section III.1.5 <i>Delivery</i> language.</p> <p>Yes, each Contractor (i.e., Chassis Cab and Truck Body) will charge a separate delivery mileage for their portion of the delivery of the Chassis Cab or Upfitted Truck.</p> <p>The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>

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10	IFB Main Document	II.12 <i>Purchase Orders and Invoicing</i>	What are the payment terms after receipt of completed and accepted truck?	Billing and payment terms are set forth in Appendix B §62 <i>Contract Billings and Payments</i> (as amended in Section II.4 <i>Appendix B Modifications</i> , Paragraph E), Appendix B §64 <i>Interest on Late Payments</i> , and are governed by Article 11-A of the State Finance Law. Payments by Authorized Users that are not subject to State Finance Law Article 11-A are as mandated by the appropriate governing law.
11	IFB Main Document	II.12.2 <i>Invoices</i>	As far as invoicing for the cab/chassis, would we be allowed to invoice upon delivery to the body fitter?	The Chassis Cab may be invoiced upon delivery to the Truck Body Contractor, however please note that in accordance with IFB Section II.13 <i>Contract Payments</i> , "Payments cannot be processed by Authorized Users until the Chassis Cab or Upfitted Truck has been delivered and accepted in accordance with Section III.5 <i>Delivery</i> ."
12	IFB Main Document	III.1.5 <i>Delivery</i>	Some places are authorized upfitters with a drop ship location. Do I charge my actual mileage, or if they have a drop ship, can I drop it directly to the authorized user?	<p>Delivery mileage will be calculated and charged to the Authorized User in accordance with IFB Section III.1.5 <i>Delivery</i>, which has been amended to include the following sentence: "The cost of delivery shall be calculated either on a per mileage basis, or in accordance with the Delivery Allowance Schedule (DAS) below, whichever is less," and to add additional clauses related to per mileage calculation and the DAS. Please see the revised IFB for the complete, revised Section III.1.5 <i>Delivery</i> language.</p> <p>Product may be drop-shipped, however please note that, in accordance with IFB Section III.1.5 <i>Delivery</i>, "Mileage travelled by the OEM when delivering Product to the Contractor's place of business. or the Contractor's authorized dealer location that is nearest to the delivery location, (e.g., when a Cab Chassis is drop-shipped to the Contractor), shall not be included in the (per mileage) calculation."</p> <p>The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP</p>
13	IFB Main Document	III.1.12 <i>Government Mandated Program Price Adjustment</i>	Our manufacturer currently has an OBD/EPA2010/CARB/GHG14 Escalator which is not discountable and is listed separately,	<p>A government mandated fee (e.g., OBD/EPA2010/CARB/GHG14 Escalator) is not considered an Option, and therefore is not subject to the Additional Options and Aftermarket Components (AOAC) Discount from MSRP.</p> <p>All OEM charges and fees, including government mandated fees (e.g., OBD/EPA2010/CARB/GHG14 Escalator) must be included in the Base Item MSRP. Bidders are advised to consider all costs associated with providing a Chassis Cab or Truck Body to Authorized Users, and factor these costs into the Base Item Discount that is offered for each Base Item.</p>

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14	IFB Main Document	III.2.11 <i>DMV Inspection</i>	Will it be necessary to have the unit brought back to the chassis contractor for NYS Inspection, or will it be acceptable to have the unit inspected at any authorized NYS Inspection Facility?	The Chassis Cab or Upfitted Truck may be inspected at any authorized NYS Inspection Facility. The Chassis Cab Contractor shall be responsible for arranging for the NYS inspection.
15	IFB Main Document	III.4 <i>Pilot Model Inspection</i>	Pilot reviews at OEM facility, who's paying for the Authorized Users transportation, lodging and meals?	<p>The Authorized User shall be responsible for transportation, lodging and meals associated with the initial pilot model inspection.</p> <p>Section II.4 <i>Pilot Model Inspection</i>, has been amended to include the following sentence: "The Authorized User shall be responsible for transportation, lodging and meals associated with the initial pilot model inspection. The Authorized User, at their discretion, may require that the Contractor cover the costs of subsequent pilot model inspections should the pilot model not pass the initial inspection."</p> <p>The updated IFB posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>
16	IFB Main Document	III.5.5 <i>Condition on Delivery</i> , Paragraph A	<p>Due to the Delivery mileage penalty we will be forced to have the cab & chassis' towed from the manufacturing plant to the body company/dealership. This designation requires a substantial fee and more importantly, delays delivery of the cab & chassis.</p> <p>-----</p> <p>The specifications call for an overmileage penalty and/or a provision to allow the end user to refuse delivery if the unit's odometer reads more than 300 miles OVER the mileage from the contractor's place of business to the end user. This does not take into account two very possible and probable scenarios: A. It does not account for mileage between the chassis dealer and body upfitter, which, in many cases, will add significant mileage. B. It does not account for mileage on a "mule" unit from the factory to the chassis dealer. A mule is the unit upon which other units are stacked, then driven to the chassis dealer. Will the State make any allowances for these probable scenarios?</p> <p>-----</p> <p>Regarding mileage, would the State consider adding a maximum mileage, for example 400 miles representing the tip of Long Island to Buffalo?</p>	<p>Section III.5.5 <i>Condition on Delivery</i>, Paragraph A, has been amended to remove the delivery mileage penalties, and replace it with the revised language below.</p> <p>At point of acceptance, shall have an odometer reading that is consistent with the miles, in distance, to the anticipated odometer mileage incurred between the OEM factory, the Contractor's place of business and the point of delivery. <i>Note: In the event that a Chassis Cab or Upfitted Truck is delivered with an odometer reading that the Authorized User considers to be excessive, the Contractor shall be required to provide a reasonable explanation for the odometer reading. Chassis Cabs or Upfitted Trucks that are delivered with an odometer reading that is considered excessive without a reasonable explanation may be rejected. Chassis Cabs shall only be used for transport of other Chassis Cabs (e.g., as "mule" trucks), that are included in the Authorized User's delivery.</i></p> <p>See also Question 12 (III.1.5 <i>Delivery</i>).</p> <p>The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>

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17	IFB Main Document	III.5.5 <i>Condition on Delivery</i> , Paragraph I	Fluid Reservoir labeling, please explain exactly what reservoirs, they are numerous.	<p>The IFB has been amended to remove Section III.5.5 <i>Condition on Delivery</i>, Paragraph I, which previously read “Shall have appropriately placed decals indicating the types of required fuels or lubricants and the capacity of each fluid's reservoir that is required by the vehicle.”</p> <p>The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>
18	IFB Main Document	III.5.5 <i>Condition on Delivery</i> , Paragraph N	Are major component model numbers adequate?	<p>Section III.5.5, <i>Condition on Delivery</i>, Paragraph N, states that “The bill of materials shall list by part number, capacity, size or otherwise, all major components.” The phrase “or otherwise” includes other methods that may be used to identify a major component, including model number.</p>
19	IFB Main Document	III.5.9 <i>Liquidated Damages</i>	The delivery timeframe is derived from manufacturing plant capacity, specific component availability, Body Company manufacturing and installation capacity all of which are largely out of the Contractors control. Who is setting the delivery timeframe?	<p>The delivery timeframe shall be agreed upon by both the Contractor and the Authorized User. See Section II.5 <i>Delivery</i>, “all Chassis Cab and Upfitted Trucks must be delivered within the number of days previously agreed upon by the Contractor and Authorized User, after receipt of the Purchase Order by the Contractor.”</p> <p>The Contractor may express delivery timeframe concerns upon receipt of the Purchase Order and at the pre-production meeting with the Authorized User (see Section III.3 <i>Pre-Production Meeting</i>).</p>
20	IFB Main Document	III.6 <i>General Warranty Requirements</i>	<p>The Contractor is responsible for pick-up and delivery of any upfitted trucks requiring warranty service? For any warranty repair? For the length of the warranty period?</p> <p>-----</p> <p>Typically with trucks of this size they are brought to the dealership for warranty repairs. Adding in costs for delivery and pick up could make the units more expensive. Is this really needed in the spec?</p> <p>-----</p> <p>The specifications call for the contractor (chassis dealer and/or truck body dealer) to be responsible for pick up and delivery of a unit with a warranty issue. This would be cumbersome and nearly impossible. As long as a nearby facility is able to perform warranty work, will the State waive this pick up and delivery requirement?</p>	<p>Section III.6 <i>General Warranty</i> has been amended to read “The Authorized User shall be responsible for all transportation, pick-up and delivery for any Chassis Cabs or Upfitted Trucks procured under the Contract requiring warranty service, unless otherwise agreed upon by the Contractor.</p> <p>Additionally, please note that Section III.6 <i>General Warranty</i> states that “Warranty service shall be available within New York State, and shall be honored by all the manufacturer's dealers in New York State.”</p> <p>The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>

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21	IFB Main Document	III.6 <i>General Warranty Requirements</i>	OEM parts are to be new not remanufactured; the OEM controls this policy and it is clearly stated in their warranty, it is up to their discretion to either replace the part with new or a remanufactured part.	Section III.6 <i>General Warranty Requirements</i> has been amended to include the underlined portion of the following sentence: “OEM replacement parts are to be new, not remanufactured, unless <u>the OEM has specified that a replacement part be remanufactured, or prior approval has been granted by the Authorized User.</u> ” The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP .
22	IFB Main Document	III.6 <i>General Warranty Requirements</i>	The IFB states that “Where Chassis Cab or Upfitted Trucks develop chronic failures during the warranty period, Contractor shall extend the warranty period for an equal period of time following correction of such failures, as indicated in the original warranty.” Please define a chronic failure as it applies to Medium Duty Trucks.	Section I.9 <i>Definitions</i> has been amended to include the following definition: “Chronic Failure” shall refer to a component of a Chassis Cab or Upfitted Truck that repeatedly fails or becomes inoperable and has to be replaced more than once within the OEM rated life expectancy of the component. The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP .
23	IFB Main Document	IV.5 <i>Cost Proposal Revision</i>	Under what circumstances will you be requesting a Cost Proposal Revision? Are you anticipating making this request? Please describe a circumstance when this was needed.	A Cost Proposal Revision may be requested if OGS determines that it is in the best interests of the State to do so. The need for a Cost Proposal Revision has not been predetermined. As stated in Section IV.5 <i>Cost Proposal Revision</i> , “All Bidders are encouraged to propose the best possible offers at the onset of the initial bid as there is no guarantee that any proposal will be allowed an opportunity to submit a revised cost proposal.”
24	IFB Main Document	IV.5 <i>Cost Proposal Revision</i>	Regarding the best and final offer or cost proposal revision process, would the low bid be known?	Yes, in accordance with Section IV.5 <i>Cost Proposal Revision</i> , in the event that a cost proposal revision is conducted, “The lowest bid received for Grand Total For Lot for Lots included in the cost proposal revision process will be shared with participants in the cost proposal revision process. The company name of the Bidder with the lowest bid will not be shared with participants in the cost proposal revision process.”
25	IFB Main Document	V.5 <i>Bid Format and Content</i>	What is the purpose of submitting the dealer invoice document? Do I have to submit one for each base item that I bid?	The Dealer Invoice is the Bidder document that details the configuration of the Chassis Cab or Truck Body that the Bidder has bid for a Base Item. It will be used by the State to determine if the Chassis Cab or Truck Body that the Bidder has bid for a Base Item includes all of the required specifications for the Base Item. Yes, a Dealer Invoice must be submitted, at the time of bid opening, for each Base Item bid or the bid shall be rendered non-responsive and the bid shall be disqualified for that Base Item. See Section V.5 <i>Bid Format and Content</i> , Paragraph B, which states: “Bidders are required to submit the documents in subparagraphs 1 through 4 of Paragraph A above, in the manner provided in Paragraphs D and E below (i.e., electronic or hard-copy), by “Submission of bid and bid opening” time and date specified in Section I.3, <i>Key Events/Dates</i> . Failure to do so will render the bid non-responsive and the bid shall be disqualified.” <i>Note: the Dealer Discount is the document listed in subparagraph 4 in Paragraph A.</i>

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26	IFB Main Document	V.5 <i>Bid Format and Content</i>	Does the dealer invoice need to be in the State's format or can it be in our own format?	<p>Yes, the Dealer Invoice can be in the Bidders own format. The Dealer Invoice may be any document which meets the definition of Dealer Invoice stated in Section I.9 <i>Definitions</i>:</p> <p>"Dealer Invoice" shall refer to the Bidder document which lists, at a minimum,</p> <ol style="list-style-type: none"> (1) The make/model of the Chassis Cab or Truck Body bid for a Base Item; (2) The MSRP of the Chassis Cab or Truck Body bid for a Base Item, and applicable Options, itemized; and (3) The total MSRP for the Chassis Cab or Truck Body bid for a Base Item, inclusive of standard equipment, and Options.
27	Appendix C <i>Equal Employment Opportunity Staffing Plan</i>	General	Does the State have a preference on the MWBE form whether we check workforce for the contract vs. total workforce?	No, the State does not have a preference on the MWBE form whether a Bidder checks "Contractor's work force to be utilized on this contract" or "Contractor's total workforce" on Appendix C <i>Equal Employment Opportunity Staffing Plan</i> .
28	Attach. 1 – <i>Specifications and Price Pages</i>	General	Are the cells that have been formulated by NYS locked out?	Yes, all cells that a Bidder should not be entering information have been locked from editing. The locked cells are formatted for read-only.
29	Attach. 1 – <i>Specifications and Price Pages</i>	General	How do I enter a partial percentage discount where a discount amount is requested? For example, if "1" is entered 1% is returned; if .1 is entered 10% is returned; if 0.1 is entered 0.10% is returned.	<p>Attachment 1 – <i>Specifications and Price Pages</i> has been amended to change the formatting of the cells that require that a discount percentage be entered from an Excel "percentage" format to a "number" format, and to change the formulas that automatically calculate results where discounts are included in the mathematical calculation (e.g., Base Item Unit Price). Where a discount percentage is requested, Bidders should enter a plain number without a percentage sign typed after it (e.g., 10.5, not 10.5%).</p> <p>The IFB has also been amended to reflect this change in the automatic mathematical calculation narratives that are included in Section IV.2.1 <i>Total Base Item Evaluation Price Calculation (Lot I, II-A, II-B, and IV)</i>, Section IV.2.2 <i>Total Base Item Evaluation Price Calculation (Lot III)</i>, and Section IV.2.3 <i>Total Base Item Evaluation Price Calculation (Lot IV)</i>.</p> <p>The updated IFB and Attachment 1 are posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>

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30	Attach. 1 – <i>Specifications and Price Pages</i>	General	When I try to enter a dollar amount that includes cents (for example, \$500.50), I get an error message. Can only whole dollar amounts be entered on the price pages?	<p>No, the price pages are intended to allow for cents to be included in dollar amounts. Attachment 1 – <i>Specifications and Price Pages</i> has been amended to change the formatting of the cells that require dollar amounts so that they now do not return an error message when cents are included in dollar amounts.</p> <p>The updated Attachment 1 is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>
31	Attach. 1 – <i>Specifications and Price Pages</i>	General	How will I know if I have entered all required pricing on the price pages?	<p>A Bidder will know that all required pricing information has been entered on Attachment 1 – <i>Specifications and Price Pages</i> when the phrase “Enter All Pricing” is replaced by a dollar amount in the “Grand Total For Lot” Row on the applicable Bid Summary worksheet for the Lot being bid (i.e., Rows 24 and 59 of “Lots I-III_Bid Summary Tab,” Row 32 of “Lot IV_Bid Summary Tab,” and Row 15 of “Lot V_Switch-N-Go”).</p> <p>A Bidder should note that any indicators or messages that have been built into the worksheets are informational only and not binding upon the State. Therefore, the existence, or lack of any indicator or message, in no way guarantees the sufficiency or acceptability of the Attachment 1 - <i>Price Pages</i> submitted by the Bidder. A Bidder is responsible for reviewing the completed Attachment 1 - <i>Price Pages</i> prior to bid submittal and ensuring that all necessary fields have been populated correctly.</p>
32	Attach. 1 – <i>Specifications and Price Pages</i>	General	Can the price pages be formatted to print each tab on one page?	<p>Attachment 1 – <i>Specifications and Price Pages</i> has been amended to format the page setup to allow each tab to be printed on letter-sized paper. The updated Attachment 1 is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p> <p>Bidders should also note that, in accordance with Section V.5 <i>Bid Format and Content</i> Paragraph D, Attachment 1 – <i>Specifications and Price Pages</i> must be submitted on CD in Excel format, version 2003 or newer. A bid that includes only a paper version of this Attachment 1 shall be rejected.</p>
33	Attach. 1 – <i>Specifications and Price Pages</i>	General	If an option is not yet published in the data book, can we include this is our offering?	<p>In accordance with IFB Section III.1 <i>Price</i>, “All bid pricing shall be the final published pricing currently available from the OEM. A bid for an Item that uses pricing other than final published OEM pricing, such as “draft” pricing, shall be deemed non-responsive and shall result in the rejection of the bid for that Item.”</p> <p>All Options offered by a Bidder, (either an Option to fulfill the requirements of a Base Item, or for a Core Options List item), must be included in the OEM Pricelist that is provided with the bid.</p>

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34	Attach. 1 – <i>Specifications and Price Pages</i>	General	Do all Core Options have to be bid, or may we not provide pricing for one or more of the Core Options?	In accordance with Section III.1.2 <i>Core Options List</i> , “A bid that does not include an MSRP and discount from MSRP for all Options (or Aftermarket Components if applicable), specified on the Core Options List shall be rejected.”
35	Attach. 1 – <i>Specifications and Price Pages</i>	General	When a “Feature/Option Code” is requested, what do we enter if there is no code associated with the feature or Option?	Attachment 1 – <i>Specifications and Price Pages</i> specifies that a “Feature/Option Code” should be entered “If applicable.” If there is no code associated with the feature or Option, the cell may be either left blank, or a Bidder may enter “N/A.” “N/A” is preferred.
36	Attach. 1 – <i>Specifications and Price Pages</i>	General – Base Items	Do you have to bid on all Base Items in a Lot?	Yes, in accordance with IFB Section I.1 Overview “A Bidder that submits a bid for any Lot(s) is required to bid on all Items within the applicable Lot(s) bid.
37	Attach. 1 – <i>Specifications and Price Pages</i>	General – Base Items	In the pricing specifications, if the option is standard or it is something that changes other options, are we allowed to put in something cheaper? Sometimes selecting an Option removes standard features – will we be disqualified for removing a standard feature? Does the truck need to meet all standard equipment, or often there are things that can be done to make it cheaper. For all of us to be on the same level, we need to know if we can select the cheapest option that meets the spec or does it have to be standard?	<p>All Product is to be provided in accordance with IFB Section III.2.2. <i>Standard Equipment</i>, which is set forth below. Each Chassis Cab or Truck Body bid for a Base Item must include the standard equipment that is included with the Product from the OEM, unless adding a required Option results in the removal of a standard feature. If a feature of Chassis Cab or Truck Body is not automatically provided by an OEM, and specifications for that feature are not provided on the Base Item worksheet, then a Bidder may use their discretion to select the feature from the available OEM options.</p> <p><i>III.2.2. Standard Equipment</i></p> <p>All items of standard equipment which are provided by the OEM shall be furnished unless such items are expressly deleted by OGS or are specified to be other than standard. When Optional equipment is specified, all components listed in the OEM’s data book as being included with the Option shall be furnished.</p> <p><u>Example:</u> If the Chassis Cab comes with air conditioning, then it must be included with the bid. Air conditioning cannot be deleted because it was not identified as required by the specifications.</p>
38	Attach. 1 – <i>Specifications and Price Pages</i>	General – Base Items	On the Base Item worksheets where we enter MSRP and Base Item Discount, is that the only place we enter it or is there another place on the summary tabs?	<p>The Base Item worksheets are the only place where a Bidder would enter a Base Item MSRP and Base Item Discount. The Total Base Item Evaluation Price that is automatically calculated when a Bidder enters a Base Item MSRP and Base Item Discount will automatically appear on the Bid Summary worksheets (i.e., “Lots I-III_Bid Summary Tab,” and “Lot IV_Bid Summary Tab”).</p> <p>See questions 46 and 54 for information that must be entered on the Bid Summary worksheets</p>

Q#	IFB Document	Section	Bidder Question	OGS Response
39	Attach. 1 – Specifications and Price Pages	General – Base Items	Does the MSRP that we enter for the Base Item have to match the MSRP on the Dealer Invoice that we submit with the bid?	Yes, in accordance with IFB Section III.1.6 <i>Bid Pricing Submittal</i> , “Bidders shall provide a Dealer Invoice for each Base Item being bid. The MSRP entered in Attachment 1 – <i>Specifications and Price Pages</i> for a Base Item shall match the total MSRP, including Options and other costs, that is listed on the Dealer Invoice for a Base Item. In the case of discrepancies, the amount on the Dealer Invoice shall take precedence over the amount entered in Attachment 1 – <i>Specifications and Price Pages</i> .”
40	Attach. 1 – Specifications and Price Pages	General – Core Options	Do all Core Options have to be bid, or may we not provide pricing for one or more of the Core Options?	In accordance with Section III.1.2 <i>Core Options List</i> , “A bid that does not include an MSRP and discount from MSRP for all Options (or Aftermarket Components if applicable), specified on the Core Options List shall be rejected.”
41	Attach. 1 – Specifications and Price Pages	General – Core Options	Does the discount on the core option pages have to match the discount we are giving on the summary page?	No. The percent discount entered on the core option pages, (i.e., “Lot I_Core Options,” “Lot II-A_Core Options,” “Lot II-B_Core Options,” “Lot IV_Dump_Core Options,” “Lot IV_Stake_96”_Core Options” and “Lot IV_SU_Core Options”), does not have to match the discount entered on the Bid Summary worksheets (i.e., “Lots I-III_Bid Summary Tab,” and “Lot IV_Bid Summary Tab”).
42	Attach. 1 – Specifications and Price Pages	General – Core Options	Can a different discount be entered for each of the core options, or do we have to bid a single discount?	A Bidder may enter a different discount for each of the core options listed on a Core Options List (i.e., “Lot I_Core Options,” “Lot II-A_Core Options,” “Lot II-B_Core Options,” “Lot IV_Dump_Core Options,” “Lot IV_Stake_96”_Core Options” and “Lot IV_SU_Core Options”).
43	Attach. 1 – Specifications and Price Pages	General – Core Options	How do we list a core option discount if it's a credit?	If adding or deleting the Option results in a credit, Bidder should enter a negative number for the MSRP by typing a subtraction sign next to the number, (e.g., -\$20.00), and entering a zero (0.00) percent discount.
44	Attach. 1 – Specifications and Price Pages	General – Core Options	What if adding or deleting an option results in a different model number than the one bid for the Base Item?	If a different model than that bid for the Base Item is required in order to provide the Option, Bidder should enter the dollar amount difference between the two models in the MSRP column and enter the new model number in the "Feature/Option Code" column.
45	Attach. 1 – Specifications and Price Pages	General – Core Options	In the evaluation process, how is the Total Core Options Price calculated and factored in?	Total Core Options Price is calculated by taking the sum of the NYS Net Contract Prices for Options on the Core Options List, and multiplying it by the Evaluation Quantity. IFB Section IV <i>Method of Award</i> details how all pricing, including Total Core Options Price, is calculated and factored into the Grand Total For Lot, which is the dollar amount a Bidder will be evaluated on for each Lot.

Q#	IFB Document	Section	Bidder Question	OGS Response
46	Attach. 1 – <i>Specifications and Price Pages</i>	Lots I-III Bid Summary Tab	Is “Yes” the only thing we have to fill out on the bid summary tab?	<p>No. In addition to indicating “Yes” in Row 12 for Lot I and/or Lot II, a Bidder also needs to complete the following on the “Lots I-III_Bid Summary Tab” worksheet for each Lot that is bid:</p> <ol style="list-style-type: none"> 1. Enter Make being Bid in Row 13; 2. Enter AOAC Percent Discount from MSRP in Row 18; and 3. Enter Delivery Cost per Mile in Row 21. <p>In addition, a Bidder who bids on Lot III must:</p> <ol style="list-style-type: none"> 1. Indicate “Yes” in Row 41; 2. Enter Base Item Percent Discount from MSRP in Row 44; 3. Enter Core Options Additional Percent Discount in Row 48; 4. Enter AOAC Percent Discount from MSRP in Row 52; and 5. Enter Delivery Cost per Mile in Row 55.
47	Attach. 1 – <i>Specifications and Price Pages</i>	Lots I-III Bid Summary Tab	For Lot III, a Bidder is requested to “Enter Additional Percent Discount” for Core Options. With the second additional discount, is it on the same core options? Why the other discount?	<p>Yes, the “Additional Percent Discount” field that must be completed if a Bidder is submitting a bid for Lot III, is for the same core Options listed on the Lot I, Lot II-A and Lot II-B Core Options Lists (i.e., “Lot I_Core Options” “Lot II-A_Core Options.” and “Lot II-B_Core Options.” The Total Core Options Price from each of the Core Options List worksheets automatically appears in Row 47 of the “Lot I-III_Bid Summary Tab” worksheet. A Lot III Bidder is requested to enter an additional percent discount for Options listed on the Core Options Lists. This additional discount is requested so that a Lot III Bidder has the opportunity to offer lower pricing, and obtain a lower Evaluation Total For Item for each of the Base Items included in Lot I and Lot II.</p> <p>IFB Section III.1.2 <i>Core Options List</i> has been amended to add the following sentences: “A Contractor that is awarded Lot III: Class 5, 6 & 7 Chassis Cab Trucks (16,001 to 33,000 lbs. GVWR) must offer Options (or Aftermarket Components if applicable), listed on the Core Options List at a discount equal to the discount bid on the Core Options List plus the Additional Percent Discount bid on the Lot I-III Bid Summary Tab worksheet. <i>Note: The Additional Percent Discount shall not apply to an Option (or Aftermarket Components if applicable), listed on the Core Options List that has an MSRP that is a credit (e.g., -\$20.00).”</i></p>
48	Attach. 1 – <i>Specifications and Price Pages</i>	Lots I-III Bid Summary Tab	For Lot III, a Bidder is requested to “Enter Additional Percent Discount” for Core Options. How does the additional percent discount apply to a credit?	<p>The Additional Percent Discount would not be applied to an Option listed on the Core Options List that has an MSRP that is a credit.</p> <p>IFB Section III.1.2 <i>Core Options List</i> has been amended to add the following sentence: <i>Note: The Additional Percent Discount shall not apply to an Option (or Aftermarket Components if applicable), listed on the Core Options List that has an MSRP that is a credit (e.g., -\$20.00).</i></p> <p>The updated IFB is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP</p>

Q#	IFB Document	Section	Bidder Question	OGS Response
49	Attach. 1 – <i>Specifications and Price Pages</i>	Lot I <i>Core Options</i>	<p>Do all Core Options have to be available from the bidder for all Items in the Lot? What if I have a gasoline option for the 16.0 Base Item, but not the 19.0 Base Item?</p> <p>-----</p> <p>One of the Lot I Core Options is “Gasoline Option.” If we do not offer a gasoline option for Class 5 Chassis Cabs can we still bid on Lot I?</p>	<p>All Core Options must be available from the bidder for all Base Items in the applicable Lot. A bid that does not include an MSRP and a percentage discount from MSRP, for a gasoline option for the Lot I_16.0 K and 19.0 K Base Items shall be rejected.</p> <p>IFB Section III.1.2 <i>Core Options List</i> has been amended to include the following sentence: “All Core Options must be available from the Contractor for all Base Items within the applicable Lot, or Truck Body type, as applicable.”</p> <p>Also, Attachment 1 – <i>Specifications and Price Pages</i> has been amended to include the underlined portion of the following sentence in the instructions for Lot I, Lot II-A and Lot II-B <i>Core Options</i>: “Pricing for Options is based on adding or deleting the Option from the.....<u>however in accordance with IFB Section III.1.2 <i>Core Options List</i>, “All Core Options must be available from the Contractor for all Base Items within the applicable Lot, or Truck Body type, as applicable.”</u>”</p> <p>The updated IFB and Attachment 1 are posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>
50	Attach. 1 – <i>Specifications and Price Pages</i>	Lot I, II-A and II-B <i>Core Options</i>	<p>We are a dealer for an OEM that offers a gasoline engine on Chassis Cabs only up to 30,000 GVWR. Will this eliminate us from any unit over 30,000 GVWR, being that all Core Options must be bid?</p>	<p>A gasoline engine is required as a Core Option only for Lot I: <i>Class 5 Chassis Cab Trucks (16,001 to 19,500 lbs. GVWR)</i> Base Items. Lot II-A: <i>Class 6 & 7 Chassis Cab Trucks (19,501 to 33,000 lbs. GVWR)</i> and Lot II-B: <i>Class 7 Chassis Cab Trucks (26,001 to 33,000 lbs. GVWR)</i> Base Items do not require a gasoline engine for either the Base Items in the Lot or as a Core Option.</p> <p>A Bidder should also note that a bid that does not offer a diesel engine, as specified, for all Base Items in the Chassis Cab Lot(s) bid, shall be rejected.</p>
51	Attach. 1 – <i>Specifications and Price Pages</i>	Lot II 33.0 K_Base Item	<p>In the 33,000 GVWR base model, will the State define “axle set to the most forward location”? For example, maximum axle set back of 33”.</p>	<p>Attachment 1 – <i>Specifications and Price Pages</i> has been amended to change the Front Axle specification listed on Row 59 of the “Lot II-B_33.0 K_Base Item” worksheet from “Axle set to the most forward location” to “Maximum set back position of 34.”</p> <p>As the result of this specification change, Attachment 1 – <i>Specifications and Price Pages</i> has also been amended to split Lot II: <i>Class 6 & 7 Chassis Cab Trucks (19,501 to 33,000 lbs. GVWR)</i>, into two Lots (i.e., Lot II-A and Lot II-B. Lot II-A: <i>Class 6 & 7 Chassis Cab Trucks (19,501 to 33,000 lbs. GVWR)</i>, includes the 25.5 K and 28.0 K Base Items, and Lot II-B: <i>Class 7 Chassis Cab Trucks (26,001 to 33,000 lbs. GVWR)</i>, includes the 33.0 K Base Item. In addition, the IFB has been amended throughout to reflect the revised Lot structure.</p> <p>The updated IFB and Attachment 1 are posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>

Q#	IFB Document	Section	Bidder Question	OGS Response
52	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV	How will Lot IV be awarded?	Lot IV will be awarded as described in Section IV.1.5 <i>Lot IV: Dump, Stake, and Service/Utility Truck Bodies</i> . The Bidder with the lowest Grand Total For Lot will be the Primary Truck Body Contractor and the Bidder with the second lowest Grand Total For Lot will be the Secondary Truck Body Contractor. Grand Total For Lot for Lot IV is the sum of the Evaluation Total For Item for each of the six (6) Base Items in Lot I.
53	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV	Will you award each body separately or will you take all of 6 different bodies for a grand total award?	See question 52 above. Each Truck Body type, (i.e., Dump, Stake, Service/Utility), will not be awarded separately. A Grand Total For Lot will be totaled for the six (6) Base Items in Lot I.
54	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV Bid Summary Tab	Is “Yes” the only thing we have to fill out on the bid summary tab?	No. In addition to indicating “Yes” in Row 17 for Lot IV, a Bidder also needs to complete the following on the “Lot IV_Bid Summary Tab” worksheet for each Truck Body type: <ol style="list-style-type: none"> 1. Enter Make being Bid in Row 18; 2. Enter AOAC Percent Discount from MSRP in Row 25; and 3. Enter Delivery Cost per Mile in Row 28.
55	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV Base Items	Regarding warranty on the body side, our standard is a 1 year warranty. We can give a 3 year warranty but it is going to come at a cost. Would the State consider reducing the warranty to 1 year? Or can we show an option credit for a 1 year warranty instead of 3? This would also apply to plows and anything aftermarket or non-OEM.	Attachment 1 – <i>Specifications and Price Pages</i> has been amended to change the warranty specification for Dump and Stake Truck Bodies, (i.e., “Lot IV_Dump_2-3 Yd_Base Item,” “Lot IV_Dump_3-4 Yd_Base Item,” “Lot IV_Dump_4-5 Yd_Base Item,” and “Lot IV_Stake_96”_Base Item” worksheets), from “3-year warranty” to “Minimum one (1) year warranty.” The warranty requirements for Service/Utility Truck Bodies have not been changed. Warranty for Aftermarket Components is in accordance with IFB Section II.6 <i>Warranty</i> , which states: “The warranty requirements stated for each Base Item on Attachment 1 – <i>Specifications and Price Pages</i> are considered minimum. If the manufacturer’s standard warranty exceeds the specified warranty, or if a minimum warranty requirement is not stated in Attachment 1 – <i>Specifications and Price Pages</i> , the manufacturer’s standard warranty shall apply.”

Q#	IFB Document	Section	Bidder Question	OGS Response
56	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV <i>Core Options</i>	Do all Core Options have to be available from the bidder for all Items in the Lot?	<p>All Core Options must be available from the bidder for all Truck Body type Base Items in the applicable Lot.</p> <p>IFB Section III.1.2 <i>Core Options List</i> has been amended to include the following sentence: “All Core Options must be available from the Contractor for all Base Items within the applicable Lot, or Truck Body Type, as applicable.”</p> <p>Also, Attachment 1 – <i>Specifications and Price Pages</i> has been amended to include the underlined portion of the following sentence in the instructions for Lot IV <i>Core Options</i> worksheets: “Pricing for Options is based on adding or deleting the Option from the.....<u>however in accordance with IFB Section III.1.2 <i>Core Options List</i>, “All Core Options must be available from the Contractor for all Base Items within the applicable Lot, or Truck Body type, as applicable.”</u>”</p> <p>The updated IFB and Attachment 1 are posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>
57	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV <i>Dump Bodies</i>	Why is Power Take Off a standard item? That should not really be standard. The standard is normally electric hydraulic. Power Take Off is not even available on most trucks. Would the State consider removing it?	<p>Attachment 1 – <i>Specifications and Price Pages</i> has been amended to change the following specifications:</p> <ol style="list-style-type: none"> 1. The “Other” specification listed on Row 29 of the “Lot IV_Dump_2-3 Yd_Base Item” worksheet has been changed from “Supply and Install manual shift power take off (PTO)” to “Supply and install an electric over hydraulic pump with power down feature.” 2. The “Other” specification listed on Row 30 of the “Lot IV_Dump_3-4 Yd_Base Item” worksheet has been changed from “Supply and Install manual shift power take off (PTO)” to “Hydraulics shall function through a manually operated transmission mounted PTO, coupled to a properly sized Hydraulic pump via remote or direct PTO mount.” 3. The “Other” specification listed on Row 29 of the “Lot IV_Dump_4-5 Yd_Base Item” worksheet has been changed from “Supply and Install manual shift power take off (PTO)” to “Hydraulics shall function through a manually operated transmission mounted PTO, coupled to a properly sized Hydraulic pump via remote or direct PTO mount.” <p>The updated Attachment 1 is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>

Q#	IFB Document	Section	Bidder Question	OGS Response
58	Attach. 1 – Specifications and Price Pages	Lot IV Dump Bodies	What is meant by "direct mount pump; wet spline"? Should it read "PTO mount pump; wet spline"? As specification talks about manual shift PTO later in specification	<p>Attachment 1 – <i>Specifications and Price Pages</i> has been amended to change the following specifications:</p> <ol style="list-style-type: none"> 1. The "Other" specification listed on Row 27 of the "Lot IV_Dump_2-3 Yd_Base Item" worksheet has been changed from "NTEA Class 20 scissor hoist with full sub-frame with 50 degree dump angle, direct mount pump; wet spline" to "NTEA Class 20 scissor hoist with full sub-frame with 50 degree dump angle." 2. The "Other" specification listed on Row 28 of the "Lot IV_Dump_3-4 Yd_Base Item" worksheet has been changed from "NTEA Class 30 scissor hoist with full sub-frame with 50 degree dump angle, direct mount pump; wet spline" to "Supply fully functional NTEA Class 30 scissor hoist with full sub-frame with 50 degree dump angle." 3. The "Other" specification listed on Row 27 of the "Lot IV_Dump_4-5 Yd_Base Item" worksheet has been changed from "NTEA Class 40 scissor hoist with full sub-frame with 50 degree dump angle, direct mount pump; wet spline" to "Supply fully functional NTEA Class 40 scissor hoist with full sub-frame with 50 degree dump angle." <p>The updated Attachment 1 is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>
59	Attach. 1 – Specifications and Price Pages	Lot IV Dump Bodies	Any requirement on oil tank size?	There is no requirement for oil tank size specified for the "Lot IV_Dump_2-3 Yd_Base Item," "Lot IV_3-4 Yd_Base Item," or "Lot IV_Dump_4-5 Yd_Base Item." The oil tank's size is to be the manufacturer's standard recommended size and capacity for the intended hydraulic function specified by the Authorized User.
60	Attach. 1 – Specifications and Price Pages	Lot IV Dump Bodies	Any hydraulic valve requirements?	<p>There is no requirement for hydraulic valves specified for the "Lot IV_Dump_2-3 Yd_Base Item," "Lot IV_3-4 Yd_Base Item," or "Lot IV_Dump_4-5 Yd_Base Item." The hydraulic pump and valves shall be the manufacturer's standard for the intended hydraulic function specified by the Authorized User.</p> <p>In addition, the valving is to be cable-operated to provide a fully functional hydraulic system. Components are to be designed to work together and allow standard cycle times for the function being activated.</p>

Q#	IFB Document	Section	Bidder Question	OGS Response
61	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV <i>Dump Bodies</i>	Any specification on what is considered high tensile steel for the floor and tailgate?	<p>Attachment 1 – <i>Specifications and Price Pages</i> has been amended to change the following specifications:</p> <ol style="list-style-type: none"> 1. The “Body” specification listed on Row 20 of the “Lot IV_Dump_2-3 Yd_Base Item” worksheet has been changed from “Single 10 gauge high tensile steel floor and tailgate (manual tailgate release)” to “Single 10 gauge high tensile, minimum AR400 abrasion-resistant, steel floor and tailgate (manual tailgate release).” 2. The “Body” specification listed on Row 21 of the “Lot IV_Dump_3-4 Yd_Base Item” worksheet has been changed from “Single 10 gauge high tensile steel floor and tailgate (manual tailgate release)” to “Single 10 gauge high tensile, minimum AR400 abrasion-resistant, steel floor and tailgate (manual tailgate release).” 3. The “Body” specification listed on Row 20 of the “Lot IV_Dump_4-5 Yd_Base Item” worksheet has been changed from “Single 1/4" floor high tensile steel and tailgate (manual tailgate release)” to “Single 1/4" high tensile, minimum AR400 abrasion-resistant, steel floor and tailgate (manual tailgate release).” <p>The updated Attachment 1 is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP.</p>
62	Attach. 1 – <i>Specifications and Price Pages</i>	Lot IV DOT and Thruway Packages	Are the DOT and Thruway packages above and beyond the specifications included in the Base Items? So for clarification, they will probably buy the base body and this is in addition to that?	<p>Yes, the DOT and Thruway Packages are above and beyond the specifications included in the Base Items. The DOT (or Thruway) Package Price refer to the price the NYS Department of Transportation (DOT) or NYS Thruway (Thruway) will pay the Contractor for the DOT or Thruway Package specified in Attachment 1 – <i>Specifications and Price Pages</i>. DOT and Thruway intend to require that the DOT (or Thruway) Package be included on all Upfitted Trucks purchased by their agencies from the resultant Contract.</p> <p>A Bidder that submits a bid for Lot IV: Dump, Stake, and Service/Utility Truck Bodies must enter pricing for the three (3) DOT Packages specified on the “Lot IV_DOT Package” worksheet and all three (3) Thruway Packages specified on the “Lot IV_Thruway Package” worksheet</p>

Q#	IFB Document	Section	Bidder Question	OGS Response
63	Attach. 1 – <i>Specifications and Price Pages</i>	Lot V_Switch- N-Go	Are there any specification to what is required for the switch and go?	There are no specifications for Switch-N-Go equipment. Lot V_Switch-N-Go requires that the Bidder enter a Switch-N-Go Discount from MSRP, which will be the percentage amount deducted from the entire Switch-N-Go Product Line MSRP, for Authorized User purchases. The Authorized User will provide specifications with their Purchase Order.
64	Attach. 1 – <i>Specifications and Price Pages</i>	Lot V_Switch- N-Go	Would any other switch and go alternative be considered? ----- Is switch n go the only brand you are looking for or will you accept a similar product that would meet a spec.	Lot V is specifically for the Switch-N-Go brand of Interchangeable Body Systems. However, “no substitute” is not stated. Therefore, a Bidder may propose another Product Line in accordance with IFB Section III.2.4 <i>Compatible Equivalent</i> . A substitute Product Line must include a compatible equivalent for the entire Switch-N-Go Product Line.
65	Attach. 1 – <i>Specifications and Price Pages</i>	Lot V_Switch- N-Go	Can a Contractor offer Aftermarket Components for Switch-N-Go? If so, what discount will be applied?	The Contractor may offer Aftermarket Components for Switch-N-Go. IFB Section III.1.3 <i>Additional Options and Aftermarket Components Discount</i> , has been amended to include the following sentence: “For Lot V <i>Switch-N-Go</i> , the Switch-N-Go Discount offered shall apply to both the Switch-N-Go Product Line and for Aftermarket Components. Also, Attachment 1 – <i>Specifications and Price Pages</i> , Lot V Dump_Switch-N-Go, has been amended to include the following underlined portion in the instructions next to “Switch-N-Go Discount” (Cell B21). “Percent (%) discount from MSRP for Switch-N-Go Product Line and <u>Aftermarket Components</u> . Note: Type a number only (e.g., 5.5); Do not type a percentage sign (%) after the number.” The updated IFB and Attachment 1 is posted at http://www.ogs.ny.gov/purchase/biddocument/22746BID.ASP .
66	Attach. 4 – Insurance Requirements	General	Are the insurance requirements required to be submitted with the bid?	No, proof of insurance requirements is requested, but not required at the time of the bid opening. Proof of insurance shall be provided in accordance with IFB Section I.7.3 <i>Insurance</i> , which states: “A Bidder must provide proof of insurance coverage requirements as described in Attachment 4 – <i>Insurance Requirements</i> , with their bid, or upon tentative award. If awarded a Contract, Contractor must provide proof of current insurance, certifications, licensing, etc. throughout the Contract term if requested by NYSPRO.”
67	Attach. 9 -- <i>Encouraging Use of New York State Businesses</i>	General	Does the Encouraging Use of NYS Businesses question factor into the evaluation?	No, the Encouraging Use of NYS Businesses question does not factor into the evaluation. A Bidder is not scored or evaluated based on the information entered on Attachment 9 -- <i>Encouraging Use of New York State Businesses</i> .