

## **IFB Answers for EV procurement**

1. I have been forwarded your original email for this procurement (originally sent to [REDACTED]) along with (3) initial files and a new replacement Excel spreadsheet. Please confirm if these (3) documents are the complete package. – **These 3 documents are the complete package.**
2. Have there been any Addendums or Q&A posted at this time? - **Iowa DOT has not posted any Addendums or Q&A at this time. Iowa DOT is answering questions as they come in and will issue a final summary of our answers before January 21, 2025, as stated on the IFB. This final summary will be sent to all bidders.**
3. Please confirm if vendors may respond to only (1) Line Item - Chargers in this case but No Bid on the bus Line Items – **You are not required to respond to all bid items. You can bid on just the line items that you are interested in.**
4. The price sheet only has (1) Line Item for Charging Stations yet the Specs are broad and could include a full range of charging stations i.e Level 2, Level 3, and various kW levels. May vendors modify the price sheet to include multiple charging stations or must we choose only one model to submit? – **You may submit bids for multiple types of charging stations as you see fit, not just one. Please feel free to modify the pricing sheet for you needs or attach a separate sheet to your submittal to include all charger pricing.**
5. Do you have any sense of the quantity of charging stations to be ordered on this contract? - **This is a State of Iowa procurement so it will be available to all transit agencies and other governmental agencies who are allowed to use it. With that being said, it is unknown exactly how many chargers will be purchased through this.**
6. Would you be open to a quantity discount style price sheet? – **Iowa DOT does not anticipate large quantities of chargers to be purchased at one time. This procurement is generally for our transit agencies who would most likely be purchasing one or two chargers at a time. This may change, but not anticipated.**
7. Are bidders required to respond to all pricing line items (vehicle and chargers)? Or can we bid on specific line items? **No, you are not required to respond to all bid items. You can bid on just the line items you are interested in.**
8. Are there specific evaluation criteria for this bid? **This is a State of Iowa solicitation, so Iowa DOT plans to approve all submittals that are found to be Responsive and Responsible. There are no specific evaluation criteria for this solicitation.**
9. Per the specification, a 25' bus and a 30' bus have specifications. Are the desired lengths the maximum length a bus can be for that specification? **The lengths are the maximum lengths for that particular vehicle. A 30" bus would be anything between 25' and 30". A 25' bus would be 25' and less.**
10. On page 2, can you provide clarification on how the option years will be priced. **Iowa DOT anticipates the option years will be priced based the producer price index (PPI).**
11. On pages 29-30 of the bid, we ask that document be removed from the bid. We believe that document is for the end user. **Iowa DOT intended for these to be informational purposes so you know that they will be required at time of purchase/delivery. Iowa DOT can remove them from the IFB later.**
12. On page 32, we ask that document be removed, or the signature line be removed. It is a "post" delivery document and will be signed and submitted then. **Iowa DOT intended for these to be informational purposes so you know that they will be required at time of purchase/delivery. Iowa DOT can remove them from the IFB later.**

13. On page 33, we ask that document be removed, or the signature line be removed. It is a “post” delivery document and will be signed and submitted then. Iowa DOT intended for these to be informational purposes so you know that they will be required at time of purchase/delivery. Iowa DOT can remove them from the IFB later.
14. On page 34, we ask that document be removed, or the signature line be removed. It is a “post” delivery document and will be signed and submitted then. Iowa DOT intended for these to be informational purposes so you know that they will be required at time of purchase/delivery. Iowa DOT can remove them from the IFB later.
15. Iowa DOT had a few requests for an extension to the January 7<sup>th</sup> date. The Iowa DOT granted this extension to January 10<sup>th</sup>.
16. Are there any estimates available as to how many chargers could potentially be procured through this solicitation? This is a State of Iowa procurement so it will be available to all transit agencies and other governmental agencies who are allowed to use it. With that being said, Iowa DOT does not know exactly how many chargers will be purchased through this procurement.
17. We received a bid request for Electric Transit Vans and I wanted to see if we can forward it out to dealerships because all pricing for vehicles have to go through a Ford authorized dealer. Yes, please feel free to forward this on to your dealerships.
18. Iowa DOT currently does not plan on making any changes to the specifications sent out. So, please have your requests for clarifications, changes, and approved equals to Iowa DOT by January 7, 2025 (as outlined in the IFB). [Note: This date was later changed to January 10, 2025, after several requests.]
19. It appears that we are missing several documents – There were three (3) documents issued with the procurement.
20. The Schedule of Prices – The Schedule or Prices is on Page 3 of the “Final Iowa IFB Manual. This is the section that the bidders fill out with their bid prices when submitting their proposals. Please feel free to attach a separate document if Iowa DOT did not provide enough room for your pricing.
21. the Terms and Conditions – The Terms and Conditions would be what Iowa DOT referred to as “Required Clauses and Certifications” and can be found in the “Final Iowa IFB Manual” on pages 5 through 20 and pages 21 through 34.
22. the bid guarantee is mentioned in the IFB manual under the section titled "Access to Records and Reports." I would like to confirm whether this guarantee is required upon submission. – The Iowa DOT will not be requiring a bid guarantee at the time of submittal, and Iowa DOT may not enforce this at all. Iowa DOT will most likely be removing statement 1. (a) from the Access To Records and Reports section of the IFB.
23. In regards to buses listed, what GVWR is required? There are no minimum or maximum GVWR’s for this solicitation.
24. Let me know if you would like to see our formal EV conversion position document for further details. Yes, Iowa DOT would like to see your formal EV conversion position document.
25. For the vans, Model 1 has purchased hundreds of OEM electric Ford E Transit van chassis’ that are technically badged as 2023 units, because Ford skipped the 2024 model year. So, the vans we could offer are 2023 model E Transit vans, but they will be converted to add seats, a lift if required, etc in 2025. As a result, the MSO will list them as 2025 units. Will this be acceptable? This request is accepted.

26. Regarding the requirement for *hydraulic brakes* in the specifications, the bus we are submitting uses *air brakes*, HOWEVER, we are in the process of redesigning our bus to incorporate hydraulic brakes and expect it to be ready for production and available for purchase by late 2025. What is the anticipated bus deployment date for your agency? If it's after June of this year, this issue should be resolved and our vehicle(s) compliant with your specifications. If that's the case, would it be acceptable for us to answer "yes" to meeting the brake specification, with the aforementioned note in the comment section? Please let me know. **Iowa DOT anticipates that the bidder contracts for this procurement will be issued toward the end of February 2025, so it would take some time for Iowa's public transit agencies to order these electric vehicles and then have them delivered. With that, it looks like it would be sometime after June as noted above. Therefore, it is acceptable to answer "yes" to meeting the brake specification, with the note in the comment box.**
27. Specification 2.1. - The powertrain must qualify under the Buy America Act requirements. Please Clarify. Does the powertrain have to be Buy America by itself or can the whole bus meet Buy America? **Buy America will be based on the whole bus, not just the powertrain.**
28. Specification 2.12. - Powertrain supplier shall be part of the manufacturer's certifying program at time of delivery. Please clarify. What does the manufacturer's certifying program consist of at the time of delivery? **Typically, the manufacturer has a process to ensure their vehicle meets all safety, code. etc. standards. The supplier would be in agreement with that process and the supplier's product meets the relevant standard the OEM sets.**
29. Specification 28 - The underside of the body including floor members, side panels below floor level (if metal), and fender wells shall be undercoated per QVM requirements or equivalent, at the time of manufacture, with a nonflammable resin type polyoleim undercoating for bus applications. All openings in the floorboards and firewall shall be sealed. Please accept E-Coat as an approved equal. Undercoating on an EV is a difficult process because of the battery space under the vehicle. **E-Coat is accepted as an approved equal.**
30. The entire unit shall be adequately reinforced and shall meet requirements of FMVSS 220, School Bus Rollover Protection. A current certification must be furnished with the bid. The test results shall not be more than two (2) years old on the production model bid unless the structure has not been significantly modified as defined by 49 CFR 665. We ask that this requirement be removed from the specification as FMVSS 220 is a school bus requirement and is not required for commercial buses or commercial applications. **With respect to the ADA Vans only, the specification in 16.2 "Bus Body" is removed. For the 25' and 30' Light Duty Buses, these buses are for public transit agencies which may provide school bus services under contract. Iowa DOT will not be removing this specification for the 25' and 30' light duty buses.**
31. Request for an approved equal for synthetic composite  $\frac{3}{4}$ " floor in lieu of the requested  $\frac{5}{8}$ " marine grade plywood. **Iowa DOT accepts synthetic composite  $\frac{3}{4}$ " floor as an approved equal.**
32. Our vehicle has two standard floor plans available. The original floor plan is a full low floor with a single wheelchair position, the second floor plan has two wheelchair positions and more flip down seating. The second floorplan is usually listed as an option on our bids. Would both floorplans be desirable/acceptable? **Iowa DOT accepts multiple floor plans for each bus type.**
33. ADA Van - 2.10 Propulsion System Details - Please know that some van's diagnostic packages are subscription based and could come with monthly fees. **This solution is accepted as long as the purchasing agency has the ability to opt out of the subscription.**

34. ADA Van - 3. Brakes - No foot operated parking brake. Would EPB (electronic parking brake calipers that are automatically deployed) be acceptable? Newer better technology than mechanical. Iowa DOT will allow the EPB with the stipulation that a warning light on the dashboard still be included.
35. ADA Van - 6. Steering - Electronic Power steering. (tilt is not available on OEM chassis). The requirement for a tilt feature is waived, but is encouraged to be an available option.
36. ADA Van - 7. Tires Wheels- Please accept a vehicle has 4 OEM steel wheels with full size spare. The Iowa DOT acknowledges the ADA van may not have dual rear wheels. This request is accepted with the stipulation that 5 matching wheels are provided (4 wheels plus a matching spare).
37. ADA Van - 8. Tires - Please accept a vehicle has 4 OEM steel belted tires with full size spare. This request is accepted with the stipulation that the full-size spare be a matching OEM steel belted tire.
38. ADA Van - 9. Bumpers - Please accept OEM bumpers with Ecco self-adjusting back up beeper SA901N for vans. This request is accepted.
39. ADA Van - 10. Driveshaft - Since this is an electric vehicle, there is no driveline. Please accept no driveshaft guards. This request is accepted.
40. ADA Van - 12.4 Standard Batteries - Please accept single AGM battery for 12v circuits with main power disconnect switch for electric vans. This request is accepted.
41. ADA Van - 12.5 Standard Battery Tray - Please accept no battery trays as electric vans do not have enough space underneath them for a battery box. This request is accepted.
42. ADA Van - 12.5 Standard Battery Tray - For vans, please accept a single 12v battery as that is all that is available. This request is accepted.
43. ADA Van - 12.6 Grounds - Van is a unibody so there is not a frame and the ground is from battery to the body. Please accept this configuration. This configuration is accepted.
44. ADA Van - 16. Structure – Since this is a van it is OEM body with roof supports added, and stainless steel lowered floor with undercoating. This request is accepted.
45. ADA Van - 16.1 Roof Construction - Please accept ABS with insulation for vans. This request is accepted.
46. ADA Van - 18. Floors - Due to the van electric battery being located beneath the floor in between the frame rails, the floor must be aluminum and no wood can be screwed into the floor. Please accept this configuration. This request is accepted.
47. ADA Van - 20. Entry Door - Please accept the standard sliding door at the base spec for vans with an optional aftermarket power sliding door. This request is accepted.
48. ADA Van - 21. Entry Steps - Please remove this section as it pertains primarily to bus bodies and not vans. This item states 'When applicable' therefore if not offered on the van proposed, these Entry Step specifications will not apply.
49. ADA Van - 22. Modesty Panels, Stanchion and Handrails - Handles are part of the bus door assembly. Request approved equal of steel with grey or yellow powder coat. This request is denied, the handles shall be stainless steel.
50. ADA Van - 22. Modesty Panels, Stanchion and Handrails - Please accept steel with grey or yellow powder coat for the stanchions. This request is denied, the stanchions shall be stainless steel.
51. ADA Van - 23. Interior Paneling - Request approved equal of ABS high density interior panels. This request is approved.

52. ADA Van - 24. Windows - Vans do not offer vented windows, please accept OEM van windows. **This request is accepted.**
53. ADA Van - 27. Front Cap - Please remove this section as it pertains primarily to bus bodies and not vans. Vans have full metal bodies. **This item states 'When applicable' therefore if not offered on the van proposed, these Front Cap specifications will not apply.**
54. ADA Van - 29. Wheel Housing - Please remove this section as it pertains primarily to bus bodies and not vans. Vans have OEM wheel wells with little clearance for chains. **This request is accepted.**
55. ADA Van - 30. Air Conditioning - Some vans have no OEM rear HVAC. Please accept an aftermarket rear HVAC system. **This request is accepted.**
56. ADA Van - 31. Heater - Electric vans cannot heat to this level with out significant range loss. (It can be done with a heat pump system at 220V supply) Or need a stand alone diesel heater system to meet this requirement. Please clarify. **If heating to this level is not possible without significant range loss, please provide detailed description of heater system included on the vehicle in bid. Also, please include the heat pump and/or stand-alone heater system as options.**
57. ADA Van - 32. Mobility and Lift - Vans have manual ramps that are easy to use for loading wheelchairs. Please accept this set-up. **The ramp can be offered as an alternative option to the mobility lift.**
58. ADA Van - 33. Lift Entry Door - ADA requires a 56" high floor to lift door crown to floor measurement. Please change the spec to this minimum as mid-roof vans will not meet the current spec height of 68". **This request is accepted for vehicles of 22 feet in length or less. The overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches. This updated requirement also applies to 32.a. Mobility and Lift.**
59. ADA Van - 33.a. Lift Entry Door - Please remove this section as it pertains to buses and not vans. **This item states 'When applicable' therefore if not offered on the van proposed, these Lift Entry Door specifications will not apply.**
60. ADA Van - 33.b. Lift Entry Door - Please remove this section as it pertains to buses and not vans. **This request is accepted with the stipulations that the OEM rear cargo doors will include a spring mechanism to prevent the doors from swinging around when open.**
61. ADA Van – 33d. Lift Entry Door - Electric vans typically will have one or two HVAC offerings and curtains, etc. are not available. Please accept this configuration. **This request is accepted.**
62. ADA Van - 38.l. Additional Equipment - Please allow this to be an optional item since once it is installed it is difficult for the driver to access the back of the van where the ambulatory and wheelchair passengers are located. **As stated in the specifications, this is already an optional item.**
63. 25' Light Duty – 12. Electrical - Electrical Spec requests for Lifts, lights and radio to be on battery power. We request for all items to be wired on ignition for the battery to maintain proper levels for operation. **Iowa DOT accepts this request. Mobile radio, lights, and mobility aid lift shall have power only when the OEM ignition is ON or is in ACCESSORY mode.**
64. 25' Light Duty - 12. Electrical - Spec written around one power center, accept our exclusive power center. Not solid state, not load shedding, but LED diagnostics and designed specifically for our vehicle. **The request for the exclusive power center is accepted with the stipulation that the bid will include a report on this exclusive power center's features compared to the solid**

state, load shedding system outlined in the specifications for educational and informational purposes of the purchasing transit agencies.

65. 25' Light Duty - 12. Electrical - Please confirm switches installed in a switch panel over the driver is acceptable, not installed on the motorhouse. **This request is accepted. Switches may be installed above the driver seat.**
66. 25' Light Duty - 12.3 Lights - Please confirm Turtle Top standard rear light configuration is acceptable with elongated "eyebrow" style lights including red turn and brake lights plus a circle reverse indicator light. Please confirm the location of the requested Amber hazard light. Pic 1 below. **The standard Turtle Top rear light configuration is acceptable. The amber hazard lights should be placed next to the circle reverse indicator light as drawn on the picture below.**



67. 25' Light Duty - 12.4 Standard Batteries - Please accept that EV bus only has (1) Proterra Gen 2 battery from the EV converter, can be put in the tray, but there are no other OEM 12V batteries. **This request is accepted.**
68. A25' Light Duty - 12.6 Grounds - Grounds are sized specifically for load appropriate to the vehicle. Not all will be #0, please accept. **This request is accepted.**
69. 25' Light Duty - 12.6 Grounds - Please accept Ground frame to engine can't exist engine is removed during EV conversion. **This request is accepted.**
70. 25' Light Duty - 18. Floors - We request for Coosa Bluewater 20 composite non-absorbing subfloor to be accepted in place of base spec. Pic 2 below. **This request is accepted.**

MECHANICAL PROPERTIES					
Typical properties for Bluewater panels		Unit (Imperial)	Bluewater 20	Bluewater 26	Bluewater 32
Density	ASTM C-271 ISO-845	lb/ft <sup>3</sup>	20	26	32
Core Compressive (Strength)	ASTM C-365 ISO-844	psi	655	1,015	1,581
Core Compressive (Modulus)	ASTM C-365 ISO-844	psi	22,603	35,407	54,969
Flatwise Tensile (Strength)	ASTM C-297	psi	536	549	562
Flatwise Tensile (Modulus)	ASTM C-297	psi	14,125	18,375	53,228
Core Shear (Strength)	ASTM C-273 ISO 1922	psi	363	504	648
Core Shear (Modulus)	ASTM C-273 ISO 1922	psi	12,744	18,618	27,412
Flexural Properties (Strength)	ASTM D-790	psi	3,525	4,848	5,538
Flexural Properties (Modulus)	ASTM D-790	psi	224,273	266,238	278,169
Screw Retention*	ASTM D1761	lbf	252	262	330
Standard Sheet	Width	in	48	48	48
	Length	in	96	96	96
	Thickness	in	3/8 to 2	1/4 to 2	1/4 to 2

All properties evaluated on 3/4" rigid sheet; other thickness will have similar performance based on that specific sheet density. Flexural testing support span ratio 16:1. \*fastener type #12 sheet metal screw

PANEL COMPARISON (A general comparison of 4' x 8' x 3/4" composite panels.)				
	Coosa Composites	Marine Grade Plywood	Engineered OSB	Plastic Honeycomb
Weight	Bluewater 20 - 40 lbs. Bluewater 26 - 52 lbs. Bluewater 32 - 64 lbs.	Approx. 70 lbs.	Approx. 78 lbs.	Usually less than plywood but depends on construction
R-Value	2-3 times the R-value of plywood	Less than half of Coosa	Less than half of Coosa	Depends greatly on the construction of the panel
Dimensionally Stable	Yes	No	No	Usually
Resists Rot and Mold	Yes	No	No	Yes

71. 25' Light Duty - 19. Rear Emergency Doors - Please accept doors to be white powder coat over aluminum, not available in SS Jambs. **The door material was not listed in the specifications; therefore, this material is acceptable.** For the door frame and jamb structure, this request is accepted with the stipulation that the bid will include a report on this material's features and durability compared to the 400 series stainless steel as outlined in the specifications for educational and informational purposes of the purchasing transit agencies.
72. 25' Light Duty - 22. Modesty Panels, Stanchions, and Handrails - We request for a vinyl modesty panel to be accepted to match the interior in place of Formica. **This request is accepted.**
73. 25' Light Duty - 25. Insulation - Please accept sidewalls with closed cell foam 1" type #1 density EPS expanded polystyrene. The insulation provides high-quality sound deadening and temperature control properties. **This request is accepted provided that the 1" type #1 density**



EPS expanded polystyrene is of equal or greater R-value than the specified 1.5" fiberglass insulation.

74. 25' Light Duty - 26. Paint and Trim - Our bus model comes standard in Gelcoat white. Painting Ford OEM white is available as an option. Please confirm whether Gelcoat is acceptable or if painting is required. **The gelcoat request is accepted. Please offer the OEM paint as an option in pricing.**
75. 25' Light Duty - 33. Lift Entry Door - Please clarify if the lift door must have one or 2 exterior handles. Our standard includes one. Pic 3 below. **The request for one exterior door handle is accepted.**



76. 25' Light Duty - 33.d. Lift Entry Door - Lift entry curtains, etc. would interfere with the proper operation of a wheelchair lift when loading a wheelchair passenger. Please remove this from the specification. An additional heater could be located near the lift to help keep out cold air. Please clarify. **Item 33.d) asks for optional solutions. The additional heater would be considered an optional solution.**
77. 7. Wheels - The Etransit come with single rear wheels. There will only be 5 wheels. Also, Valve stem extensions will not be needed. **The Iowa DOT acknowledges the ADA van may not have dual rear wheels. This request is accepted with the stipulation that all five wheels match. Iowa DOT acknowledges the valve stem extensions are not needed on vehicles with single rear wheels.**
78. 9. Bumpers - There is not a Romeo Rim or equivalent available for the Ford Transit. OEM will be offered. We can do OEM Reverse Assistance System. **This request is accepted.**



79. 12.3. Lights - All lights come on the chassis from the chassis Manufacturer, and will remain OEM. This request is accepted with the stipulation that the purpose and function of the lights meet the original specifications.
80. 12.5. Standard Battery Tray - The batteries come from Ford in an OEM box located under the drivers seat. There is not a battery box with a slide out tray available. This request is accepted.
81. 14. Back-Up Alarm - Please accept and OEM 86db Alarm as an equal. This request is denied. The backup alarm must be audible in urban or moderately noisy environments. The minimum decibel level required is 102 dB.
82. 16. Structure - Please remove this portion of the spec. this is for cutaways and or School buses. Our structure will be ford OEM unibody. This request is accepted.
83. 16.2. Bus Body - Please remove this section. This is a cutaway and or school bus requirement. Our body will be Ford OEM Unibody. With respect to the ADA Vans only, the specification in 16.2 "Bus Body" is removed. For the 25' and 30' Light Duty Buses, these buses are for public transit agencies which may provide school bus services under contract. Iowa DOT will not be removing this specification for the 25' and 30' light duty buses.
84. 18. Floors - Plywood is not an option on the Ford Etransit. With the location of the batteries the screws required to mount the plywood cannot protrude through the floor. We will be offering the Qstraint Omni Floor. This request is accepted.
85. 18.1. Floor Coverings - Please consider Gerflor as an approved equal. This request is accepted with the stipulation that the product meet the minimum 2.2 millimeter thickness requirement.
86. 19. Rear Emergency Exit - The rear doors will be Ford OEM. But are considered an emergency exit. Please approve the Ford OEM rear doors as they come from the factory. This request is accepted.
87. 20. Entry Door - Please remove "The operation of the sliding passenger entrance doors shall be controlled from the driver's position. Entry door shall not be operable unless the vehicle is in park" The power sliding door is no longer available from Ford and cannot be interlocked without it. This request is accepted. An aftermarket power sliding door option is encouraged.
88. 20.1. Entry Stepwell Heater (Optional) - Please remove this section. There will not be a "Stepwell" to mount a step heater to. This specification is optional. If the vehicle offered in the bid does not have a stepwell then an optional stepwell heater is not required.
89. 21. Entry Steps - Please remove this section. The stepwell will be ford OEM. These specifications are only applicable with a bus style entry door. This item states 'When applicable' therefore if not offered on the van proposed, these Entry Step specifications will not apply.
90. 23. Interior Paneling - Please accept the Ford OEM interior. To be consistent with other requests, Iowa DOT accepts ABS interior panels.
91. 24. Windows - The OEM windows from Ford cannot be vented. Please remove that requirement. For the ADA Van specifications, this request is accepted.
92. 25. Insulation - Please remove this requirement. The OEM unibody comes from ford with insulation and it cannot be added in a 2-part spray foam. We do offer an added insulation package in mat form. This request is accepted with the stipulation that the insulation shall comply with all federal requirements and shall pass the testing requirements specified in the Federal Transit Administration (FTA) Recommended Fire Safety Practices for Transit Bus and Van Material Selection.

93. 27. Front Cap - Please remove. The front of the van will come Ford OEM. **This item states 'When applicable' therefore if not offered on the van proposed, these Front Cap specifications will not apply.**
94. 29. Wheel Housing - Wheel wells will be OEM. Please approve. **This request is accepted.**
95. 30. Air Conditioning - There is only one system available for add on to the Ford Etransit. It will be in addition to the Front OEM system and be 28K BTU Heat, and 31K Air Conditioning. Please approve. **This request is approved.**
96. 31. Heater - There is only one system available for add on to the Ford Etransit. It will be in addition to the Front OEM system and be 28K BTU Heat, and 31K Air Conditioning. Please approve. **This request is accepted.**
97. ADA Van – 1.1 - Please accept not weight distribution schematic. The manufacture can provide overall weight but not the amount of detail asked for. **The Iowa DOT will accept a statement from the manufacturer that the vehicle as built can accommodate two passengers with mobility aids (250 pounds each) and all other seats occupied (150 pounds each) in lieu of the weight distribution schematic and loading calculation.**
98. ADA Van – 1.2 - Please accept removing this spec. This will require taking each unit to an Iowa certified truck scale and paying for a report that will end up being charged to the end user as well as delaying the delivery. This is not required for gas vehicles by the DOT. **In lieu of the report from a certified truck scale, Iowa DOT will accept a weight analysis which shall include the base vehicle weight and the weight of each of the optional items.**
99. ADA Van – 2.3 - Please accept that we are not able to determine if Ford has silicone and constant torque clamps in use on the thermal management system. **Iowa DOT accepts and acknowledges the bidders may not be able to show proof of automotive grade silicone and use of constant torque clamps in vehicle thermal management system.**
100. ADA Van – 2.5 - Please accept that we cannot confirm if Ford uses J2840 cable as it is not available in any of their specs. **Iowa DOT accepts and acknowledges the bidders may not be able to confirm the use of high voltage stranded J2840 cable.**
101. ADA Van – 2.8 - Please specify what you mean by onboard charger. Please accept the standard charger that will not be on the vehicle but will plug into the vehicle. **An onboard charger refers to a charging system integrated within the vehicle that converts AC power from an external charger into DC power to charge the vehicles battery. This is a standard feature required for Level 2 AC charging or Level 3 DC charger, ensuring compatibility with public and private charging infrastructure.**
102. ADA Van – 2.10 - Please accept no software available for customers. You must be a Ford dealer to have access to the latest software. **This specification refers to the ability of the public transit agency mechanics to diagnose issues occurring with the vehicle. If the solution is a diagnostic subscription package, Iowa DOT acknowledges there may be monthly fees associated. This solution is accepted as long as the purchasing agency has the ability to opt out of the subscription.**
103. ADA Van – 2.14 - Please accept the Ford warranty of 8 years or 100,000 Mile. **This request is accepted.**
104. ADA Van – 2.16 - Please accept that no other battery option is available from the OEM manufacturer Ford. **This specification is not required, rather it allows options to be offered if available from the manufacturer.**

105. ADA Van – 2.17 - Please accept that the Ford plant will most likely not authorize an inspection by the Iowa DOT. **This request is accepted.**
106. ADA Van – 3 - Please accept that we know it has a parking brake but we cannot confirm if it is hand or foot operated. **Iowa DOT will allow OEM parking brake configuration with the stipulation that a warning light on the dashboard still be included.**
107. ADA Van – 4 - Please accept no modifications or shims needed to the "lift side" of the van since this will be a rear lift vehicle. **This request is accepted for rear lift vehicle.**
108. ADA Van – 7 - Please accept 4 wheels instead of 6 wheels. The transit van will not have dual rear wheels. Please accept ford factory TPMS sensors on all wheels except the spare tire. **The Iowa DOT acknowledges the ADA van may not have dual rear wheels. This request is accepted with the stipulation 5 matching wheels (4 wheels plus a matching spare) are provided. The number of TPMS sensors was not specified, therefore not including the spare wheel is acceptable.**
109. ADA Van – 8 - Please accept 4 tires and a spare instead of 7 tires. This is not a dual rear wheel van. **Iowa DOT acknowledges the ADA van may not have dual rear wheels. This request is accepted with the stipulation that the 4 tires and the full-size spare match.**
110. ADA Van – 9 - Please accept OEM bumpers from Ford. We are not able to provide Romeo Rim bumpers with the Hawkeye system due to having to remove the OEM Ford bumpers to do so. Ford has multiple safety sensors integrated into the newer vans that are better at protecting the occupants than whatever extra safety the replacement aftermarket bumper could provide. This is something usually only done on a bus not the conversion vans. A back up camera will still be included. **This request is accepted.**
111. ADA Van – 11 - Please accept no guard since the traditional "drive shaft" is not part of the EV setup. **This request is accepted.**
112. ADA Van – 12 - Please accept that we cannot confirm ' Plug and Play" connection to the chassis at this time. The items listed will be integrated into the OEM system. **This request is accepted.**
113. ADA Van – 12.1 - Please accept that the fuses and breakers are not located above the driver, that is a bus spec not a van spec. Please accept that the OEM Ford fuse panel is not lockable. Please accept that a machine crimp with Packard connectors may not be available for every connection on converted van. Please confirm you want the manufacture for the conversion and Ford to send you a samples of a ring terminal and star washer to demonstrate how they ground their van. Please accept the use of "plastic wire ties" in specific areas. This is not used for major components or harnesses but plastic zip ties are utilized in the bus and van builds. Please accept "No wires of the same color or codes", we cannot dictate how Ford wires the OEM vehicle. Please accept the use of butt connectors in certain situations involved in the conversion and from the OEM manufacturer. **Iowa DOT accepts the OEM Ford fuse panel location if it is accessible and labeled, with a lockable cover preferred but not required. Packard connectors may be substituted with equivalent high-quality, weather-protected connectors. Plastic wire ties are allowed in non-critical areas but not for major harnesses, where P-Clamps remain required. The "no wires of the same color or code" rule applies only to contractor-installed wiring. Butt connectors are acceptable if weather-resistant and properly installed, including those from the OEM. These modifications ensure safety, durability, and practical feasibility.**

114. ADA Van – 12.3 - Please accept that the taillights will be OEM Ford and may not be recessed with a grommet. Please accept no LED side marker lights on these small vans. Please accept conversion van standard stepwell lighting instead of LED strip light mounted into the step riser. **This request is accepted with the stipulation that the purpose and function of the lights meet the original specifications.**
115. ADA Van – 12.4 - Please accept that the disconnect for the main battery only may not have the exact labeling requested but will be OEM FORD. Please clarify what is meant by a converter. **Iowa DOT accepts the OEM Ford labeling for the main battery disconnect switch, provided it is clear, visible, and serves the same emergency-use purpose as the specified “Battery Disconnect, Emergency Use Only” label. If additional labeling is required to meet this standard, the bidder must provide it. Regarding the term “converter,” it refers to a DC-to-DC converter that converts power from the high-voltage powertrain battery (or auxiliary batteries) to supply the vehicle’s 12-volt electrical system. This ensures all accessories are powered and the 12-volt batteries remain charged, even under maximum current draw, to maintain proper vehicle functionality.**
116. ADA Van – 12.5 - Please accept OEM Ford vehicle conversion. Please accept that no battery tray or additional batteries will be available. This is primarily a gas bus specification. **This request is accepted.**
117. ADA Van – 12.6 - This is a description of a light duty bus grounding process with a lift. Please accept that this does not apply to a Ford conversion van that will already have OEM grounding. Please specify if you are asking to add three additional ground wires to what Ford does already? **This request is accepted. Additional ground wires are not required.**
118. ADA Van – 14 - Please accept that we will have a back alarm but it will not be will not be eco 530. **This request is accepted with the stipulation that the backup alarm must be audible in urban or moderately noisy environments. The minimum decibel level required is 102 dB.**
119. ADA Van – 15 - Some of this is a bus builder spec and does not transfer to a Conversion Van. An exception is asked to be able to weld on the vehicle and drill holes to mount items. Please clarify what above and below the flange means and provide detail of "No welded securement to the basic vehicle structure will be acceptable. No second stage manufacturer welds, or holes, will be accepted if they are not a minimum of 1" from the top of the top flange and 1½" from the bottom of the bottom flange. Welds, and/or holes that are in the center (the area between the top and bottom flanges as measured above) area of the web of the frame and comply with OEM requirements will be accepted." The manufactures are not sure what you are asking. **The Iowa DOT modifies item 15. “Body Modifications” from the ADA Van specifications to state the following: “Modifications to electric vans must comply with NHTSA regulations, including FMVSS 305 for high-voltage system safety, FMVSS 208 and 214 for crash protection, and 49 CFR Parts 567-568 for certification of altered vehicles. Any changes must adhere to OEM body builder guidelines to maintain structural integrity, ensure compliance, and protect occupant and pedestrian safety.”**
120. ADA Van – 16.2 - Why is school bus rollover required this is not a school bus? C) It is not always possible to install a steel backer to an interior plastic / ABS body panels. Most interior dash plastic components as well as other areas are not steel reinforced. Please make an exception. **With respect to the ADA Vans only, the specification in 16.2 “Bus Body” is removed. For the 25’ and 30’ Light Duty Buses, these buses are for public transit agencies which may**

provide school bus services under contract. Iowa DOT will not be removing this specification for the 25' and 30' light duty buses.

121. ADA Van – 17 - Please accept 3-point seat belts required on vans. The USR seat belts described will not meet federal regulations. **This request is accepted.**

Please accept a smaller aisle than 14" that requirement is not possible on a conversion van that is a spec for a wider bus and aisle. **This request is accepted.**

Please accept Go-ES seats from freedman. They are the upgrade from the mid/highback folding seat requested. **This request is accepted.**

The seats will be bolted into a smart track system that allows for the seats to be moved around. I ask that this be approved over using steel mounting plates as described. **This request is accepted.**

Asking for an exception that no fasteners be mounted within 1 1/2 inch of flat steel. This might not be possible given the OEM Ford design. **This request is accepted.**

Please accept that floor track will be installed in any Area where there is not a seat due to the design of the smart track. **This request is accepted.**

Asking to accept front to back track to give option to move around seats or WC positions. This is usually considered an upgrade. **This request is accepted.**

I am not able to read anything in the specs past (I) Passenger seats. Iowa DOT apologizes for the locked cells not able to be read beyond letter (I). Letter (I) is "Passenger Seats: All passenger seats shall be individual modules similar to Freedman Featherweight Mid/High, or approved equal, one or two position bench type modules of not less than 17.5 inches in width. All fixed seats shall be forward-facing and track-mounted for easy removal, and have an individual cushion. All back cushions shall be contoured to provide full lumbar support, color coordinated with the interior vehicle color. Prior to award, the contractor shall submit a sample of the upholstery and cushion material to the Iowa DOT for approval. Seats for the base van shall be covered in Docket 90 Vinyl.

There is only one more item in that cell, (m) "Driver Seat", which states: Vehicle to be equipped with USSC G2E or Recaro LX-S (or approved equal) as standard equipment. Proposer to identify which seat model is to be standard issue and offer optional price or credit for the other. Upholstery color will be grey cloth unless specified by the buyer to match passenger seats at no additional cost. Seat trim will include all OEM trim, even if an optional seat or seat base is ordered.

122. ADA Van – 18 - Please accept aluminum Smart floor system instead of plywood. Smart floor allows you to move around seats or replace them with ease. **This request is accepted.**

123. ADA Van – 18.1 - Please allow Smart floor and Altro flooring. Due to the nature of the smart floor the covering, edges, warranty, step edges and contrasting yellow may not be

something that we can provide. **This request of the combination of Smart floor with Altro flooring is accepted with the stipulation that a five (5) year installation and adhesion warranty be provided. Iowa DOT acknowledges the covering, edges, step edges, and contrasting yellow may not be available features due to this flooring system.**

124. ADA Van – 19 - Please accept that the rear door opening in inches is not advertised by Ford. Please accept OEM Ford opening. Please accept that there is a rear door but the lift will be loading and unloading out of that door. A rear emergency exit door is traditionally a bus spec not a van spec. Please make an exception for a non-emergency rear door that will be mostly blocked by the rear loading lift. Please accept no egress windows since they are not required on the conversion van and they are not available as a OEM Ford option. They will not meet the FMVSS 217 since they are not on the vehicle. Please accept no an audible rear door latch alarm making a sound even when locked. This is more for a emergency exit and typically found on school buses. Please accept a OEM small window in each of the doors on a Ford Transit conversion. There is not an endcap on the OEM Ford, that is more of a bus spec. **This request is accepted.**
125. ADA Van – 20 - Please accept that the OEM Ford transit does not have rain molding. Please accept that there is not an electric sliding door option on the EV transit. Please accept that the door will be able to open while the vehicle is not in park. **This request is accepted. An aftermarket power sliding door option is encouraged.**
126. ADA Van – 20.1 - Adding a heated step to bus is possible but it is not something that we can do to a Ford Transit OEM entrance in the sliding door. Please accept no heated entry step. **This specification is optional. If the vehicle offered in the bid does not have a stepwell then an optional stepwell heater is not required.**
127. ADA Van – 21 - Please accept OEM Ford Transit stepwell area in the sliding door. We will include exterior running board extensions like you would find on a pickup to help passengers but we will not be able to meet the specified entrance steps, the rise, number of steps, gauge of steel, or width since it will all be the OEM Ford entrance in the sliding door. **This item states 'When applicable' therefore if not offered on the van proposed, these Entry Step specifications will not apply.**
128. ADA Van – 21.1 - Please accept steel powder coated running boards. **This request is accepted with the stipulation that the running boards are slip resistant.** Please accept OEM Ford Transit driver opening that does not include a B pillar grab handle found on medium duty trucks. **This request is accepted.**
129. ADA Van – 23 - Please accept ABS interior panels. **This request is accepted.**
130. ADA Van – 24 - Please accept fixed windows on a Ford transit. Please accept Ford OEM tint. We cannot alter or choose the % of tint from Ford. Please accept no emergency exit windows. They are not required on a Ford Transit. **This request is accepted.**
131. ADA Van – 25 - Please accept fiberglass insulation and spray foam used depending on the location. **This request is accepted with the stipulation that the insulation shall comply with all federal requirements and shall pass the testing requirements specified in the Federal Transit Administration (FTA) Recommended Fire Safety Practices for Transit Bus and Van Material Selection.**

132. ADA Van – 27 - Please accept no front cap or gel coat on the Ford conversion van. **This item states ‘When applicable’ therefore if not offered on the van proposed, these Front Cap specifications will not apply.**
133. ADA Van – 29 - Please accept OEM Ford transit wheel well that will not be galvanized steel or stainless. The gauge of van steel used is not provided by Ford. Snow chains are not allowed in Iowa. **This request is accepted.**
134. ADA Van – 30 - Please accept no test results provided for the A/C installed in the van. The manufacture has been providing the A/C long enough in our climate to ensure that the heating and cooling is adequate for this region. They unfortunately do not have a A/C testing facility at their plant and are limited to the very few A/C that are approved to use on the EV platform. Please accept two manufactures of Hvac systems. You will have a Rear mounted system and the OEM Ford system. Ford does not provide a rear A/C system for the EV van. **This request is accepted.**
135. ADA Van – 31 - Please accept lower 28K Btu rating on rear heater. 60K BTU will drain the battery and is not necessary for the size of the van. Please accept that we do not have test results for the heater on the exact van you are spec-ing. Please accept that we do not have a fuel fired heater option for this van. **If heating to this level is not possible without draining the battery, please provide detailed description of heater system included on the vehicle in bid. Also, please include a heat pump and/or stand-alone heater system as options.**
136. ADA Van – 32.f. - Please accept that Manual lifting of the ramp instructions will not be posted inside the van. The operator should already be trained on how to do this in a transit setting. **This request is denied.**
137. ADA Van – 32.g. - Please provide a list of the veterans Administration regulations that must be met. **This specification is amended to remove Veterans’ Administration as follows: (g) “The mobility lift and/or ramp shall comply with all federal and ADA regulations.”**
138. ADA Van – 33.a - Please accept Oem Ford rear cargo doors in lieu of lift doors on the side of a bus. This configuration is not something we can do on the EV transit conversion. The Oem Ford cargo doors do not meet the same dimensions, will not have stainless steel hinges, Frames pins, a locking lever with rods, or rain gutters above them. **This item states ‘When applicable’ therefore if not offered on the van proposed, these Lift Entry Door specifications will not apply.**
139. ADA Van – 33.b - The Ford transit will not have a lift door. Please accept OEM rear cargo doors that will not include a gas strut and have the ability to open past 100 degrees. They do have a spring mechanism to prevent the doors from swinging around when open. **This request is accepted.**
140. ADA Van – 34 - Please accept that the Interlock will not have fast idle since these are EV's not gas engines. **This request is accepted.**
141. ADA Van – 35 - Please accept Smart floor with multiple mounting solutions instead of a single piece of track the width of the van for securement mounting. Please specify the end cap that you are requesting and where it is to be used. Please allow no slide N Click option since that is not compatible with our smart floor. **The proposed substitution of a Smart Floor system with multiple mounting solutions instead of a single continuous track across the width of the van for securement mounting will be accepted, provided certain conditions are met. The bidder must provide documentation verifying that the Smart Floor system fully complies with ADA requirements and ANSI/RESNA WC-18 standards to ensure it provides equivalent safety,**



flexibility, and compatibility for securing a wide range of mobility aids. Additionally, the system must demonstrate its ability to accommodate the intended operational needs of the vehicle without compromising usability or safety. While the Slide N Click option cannot be implemented due to compatibility issues with the Smart Floor, the Iowa DOT will require alternative securement options or additional training resources to address potential limitations. Regarding the end caps, the Iowa DOT specifies the use of silver flange track end caps, bolted with large washers and securement nuts, as detailed in the original specification, to ensure compliance with securement manufacturer installation requirements. The bidder must confirm and align with these installation instructions. Acceptance of this substitution is contingent upon the bidder addressing these conditions to meet the Iowa DOT's operational and safety requirements.

142. ADA Van – 37.c - Is this storage container in addition to the storage container listed in 35a. or is one sufficient? **One storage container is sufficient.**
143. ADA Van – 38.a - Can you please accept a new fire extinguisher in lieu of having a state fire marshal come out to inspect the fire extinguisher on the van. **This request is accepted.**
144. ADA Van – 38.d - Please accept no inside 6x9 mirror. We do not typically add this to a conversion van only to buses due to the lack of a good mounting area in the OEM Ford bulkhead area. Please accept a standard rear view mirror. **This request is accepted.**
145. ADA Van – 38.f - Please accept that we do not have an optional access panel door on the Ford vans for the radio install. Please accept removing the headliner for access if this option is needed. **This request is accepted.**
146. ADA Van – 38.g - Please accept no conversion or body manual available. The manufacture is not able to provide this. There is a paper owners manual for the van from OEM Ford. It will not be available in a electronic option from us. A manual with the OEM Ford high voltage system or diagrams is not available to us and is usually not available from Ford for non dealers until a few model years later. Repair and service manuals will not be provided for the Ford chassis. We do not have access to them from Ford. **This request is accepted while the vehicle is under warranty so long as a partial schematic and servicing guidance are provided. Manuals must be provided before the end of the warranty period.**
147. ADA Van – 38.h - Please describe in detail what is meant by lock out/tagout procedure that is required. We are not familiar with this. **This is a safety protocol designed to protect technicians and workers from hazards associated with the accidental release of energy while servicing or repairing a vehicle. This includes providing clear markings, labels, instructions, and necessary tools (i.e. locks, tags, insulated tools) to properly shut down, lock, and verify the system is safe for maintenance.**
148. ADA Van – 38.k - Please allow us to not add this specification. Every agency has a different camera request and viewing angles along with their manufacture of choice. The quote will have to be on a case by case basis. This request is too broad to add under a blanket cost or quote. **This request is denied.**
149. ADA Van – 38.l - Please accept that we typically do not do a driver barrier on a conversion van due to lack of space, this is usually only done on a bus. Since there is no driver barrier we also ask that you accept no frame and hinges with a sliding door to get into the driver seat since this is a van and it does not have the space for such an item. **This request is denied. Please provide this as an option.**

150. ADA Van – 39 - Please accept that signage will be provided by the agency or please provide a detailed list of any signs that are being requested. **The required signage to be included is a Rail Crossing Stop, Access Sign, Securement Location Sign(s), Priority Seating Sign(s), Emergency Exit Signs, and No Smoking Sign. Specific requirements for each sign can be found on page 82 of Iowa DOT’s Transit Manager’s Handbook: <https://iowadot.gov/transit/handbook/TMHandbookBinder.pdf>.**
151. ADA Van – 40 - Please specify the date of the pre-production meeting. **Individual pre-production meetings will occur when the participating public transit agencies place an order with their preferred bidder.**
152. ADA Van – 40.a - Please accept that we are only able to provide the OEM Ford operating manual that will not detail a parts list. **This request is denied.**
153. ADA Van – 40.b - Please accept no available as built wire diagram available from Ford or the conversion manufacturer. **This request is denied.**
154. ADA Van – 40.d - Please accept that we are unable to provide the requested parts and chassis manual as well as a manual for each individual part on the van. We will also not be able to provide continuously updated manuals for all just listed for three years. The cost for that is not something that we can even calculate, and we would not be able to offer that level of detail since we are a dealership not the manufacturer of all the components. **This request is denied.**
155. ADA Van – 42 - Please accept a charger that we can provide in lieu of a comprehensive infrastructure solution. We are a dealership and cannot provide community / city planning recommendations. We do not have access to each agencies electrical grid infrastructure, nor do we have the engineers available as a vehicle dealership to provide recommendations on building codes and installation requests. **This request is accepted. Please respond to the specifications under the Charging Station tab.**
156. ADA Van – 43 - Please accept in lieu of online programs, in person training, electric safety training, operations and maintenance training, and any other installation or requested training that we refer you to Ford customer service that has a phone hotline setup up for electric vehicle help. **This request is denied.**
157. Charging Station – Technical Specs 1 - Please accept a Level 2 charger only. Much lower cost and will work with most facilities electric infrastructure. **This specification requests a Level 2 and/or Level 3 charger. Bidders are not required to submit bids for both types.**
158. Charging Station – Technical Specs 1.a - Please accept that the oem Ford charger is our only option. What is a CMS? What is the standard charge management protocol. **A Charge Management System is software that manages and monitors EV charging infrastructure, enabling features like scheduling and usage tracking. The Open Charge Point Protocol (OCPP) 1.6J is a vendor-agnostic standard for communication between CMS and charging hardware, ensuring interoperability with chargers from different manufacturers. The Iowa DOT acknowledges and accepts that the Ford OEM charger may not have a CMS.**
159. Charging Station – Technical Specs 3 - Please accept that the oem Ford charger is our only option. Ford does not provide the enclosure rating for their charger. **This request is accepted.**
160. Charging Station – Technical Specs 6 - Please accept that the oem Ford Charger is the only option and they do not specify the cable length. **This request is accepted.**

161. Charging Station – Technical Specs 7 - Please accept that this is up to the installer and the end user how they are going to mount it. Please accept that we do not have a ceiling pull down mounted option. **These requests are accepted.**
162. Charging Station – Technical Specs 8 - Please accept that it is up to the installer to make it ADA compliant not the dealership. **This request is accepted.**
163. Charging Station – Technical Specs 11 - Please accept that the oem Ford charger is the only option. Tesla chargers available for use as part of the Ford oval group. **This specification requires the chargers to be rated for outdoor use and have security design features to prevent tampering and vandalism. This request is accepted with the stipulation that the OEM Ford charger or Tesla charger meet those requirements.**
164. Charging Station – Technical Specs 13 - Please accept that we will not provide any installation manual, user manuals. Those will be provided by Ford and can also be found through the Ford 800 Hotline along with installation help and recommendations. **This request is accepted provided that these materials are readily available through Ford's 800 Hotline or other Ford-authorized resources. The bidder must clearly indicate the process for accessing these materials and ensure they are complete, accurate, and readily available to installers, end-users, and service personnel as needed. This acceptance is contingent upon verification that Ford's resources fully meet the needs outlined in the original specification.**
165. Charging Station – Networking and Integration 1 - Please accept that we will not be able to meet this spec since it is very specific to a certain charger and does not pertain to the recommended Ford charger. **This request is accepted.**
166. Charging Station - Networking and Integration 2 - Please accept that no program is available or resources available to conduct research. This is a very broad request with no specifics on what is being requested. **This item is referring to a website or software to monitor chargers and record charging data. The requirement for regional management is removed. These requirements mainly refer to Level 3 chargers and Iowa DOT understands this type of information may not be available with Level 2 chargers.**
167. Charging Station – Energy Management - Please accept that the oem Ford charger is the only option. **This request is accepted.**
168. Charging Station – Data Collection and Reporting - Please accept that we are not aware of any data collection available from the Ford charger. **These requirements mainly refer to Level 3 chargers and Iowa DOT understands this type of information may not be available with Level 2 chargers.**
169. Charging Station – Maintenance and Warranty 1 - Please accept that no maintenance contract will be provided by Ford or the dealer for the charger. **This request is accepted for the Level 2 chargers. All items under Maintenance and Warranty, section 1, apply to the Level 3 chargers.**
170. Charging Station - Maintenance and Warranty 2 - Please accept that the charging equipment is subject to the Ford provided warranty. **This request is accepted.**
171. Charging Station - Maintenance and Warranty 3 - Please accept that we will provide a response but will not be able to always provide same day service. **This request is accepted.**
172. Charging Station – Cyber Security - Please accept the no additional cyber security will be provided by the dealer. **This request is accepted.**

173. Charging Station – Quality Assurance 1 - Please accept that no testing or inspection plan is available from Ford. **This request is accepted for the Level 2 chargers. The requirements are still in place for the Level 3 chargers.**
174. Charging Station - Quality Assurance 2 - Please accept that no testing is available from Ford. **This request is accepted for the Level 2 chargers. The requirements are still in place for the Level 3 chargers.**
175. Charging Station - Quality Assurance 3 - Please accept that no test reports are available from Ford. I did not see specifics on what reports and the duration of the reporting are needed. **This request is accepted for the Level 2 chargers. The requirements are still in place for the Level 3 chargers.**
176. Charging Station – Training - Please accept that no trainer is available in person from Ford or the dealer that can provide the level of training requested. An 800 number from Ford will be provided that specializes in the Electric Ford product. We will do everything possible to help our customers but we want to have realistic expectations of what we can provide. **This request for no in-person training is accepted but it is critical that comprehensive training and education are provided in another format. The bidder shall propose an alternative plan that includes online training resources and a dedicated point of contact for technical support in addition to the 800 number.**