



REQUEST FOR PROPOSALS
Supply Transit Bus Air Ionization Systems
DULUTH TRANSIT AUTHORITY

Addendum #2

June 3, 2021

1. Please Note: The due date for the Transit Bus Ion System HAS BEEN CHANGED to **2:00 P.M. ON TUESDAY, JUNE 15, 2021.** Please change all references in the RFP to the revised due date.
2. The DTA conducted a preproposal meeting on May 25, 2021. Attendees were: Ben Lalone, Johnson Controls, Inc., Josh Mandich, SVL, Sonny Gordon, USSC, Cameron Hehn, Midwest Mechanical Solutions, Paul Enger, UHLCO, Catherine Walsh, Mike Overfield, ThermoKing, Freedom Kongvold, ProtecCall, Mark Ness, Nancy Brown, DTA
3. Clarifications to Date:
 - a. The DTA is removing the prohibition on products that employ UV light technology. No approved equal request is required.
 - b. Please note that all proposals will be evaluated according to the Evaluation criteria, including the project goal to reduce or eliminate the potential for airborne and surface contaminants within DTA buses and paratransit vehicles, including infectious agents such as bacteria, fungi, Coronavirus and other viruses, as well as a reduction in allergens and other particulates. Ease of maintenance is especially important.
 - c. Please note the following change in the number and type of buses:
 - 68 40-foot and 35-foot Gillig heavy duty buses (both use the same size HVAC system)
 - 7 40-foot Proterra Catalyst electric buses
 - 2 30-foot hometown Trolleys
 - 12 paratransit vehicles:
 - 1 Chevrolet Glaval Titan II
 - 3 Ford Commute vehicles
 - 5 Champion vehicles
 - 3 Dodge paratransit vans
 - d. Proposals for the paratransit vehicles may be for ion technology or a different technology that can run off of the 12-volt system on the vehicle.
 - e. HVAC units on the Gillig 40-foot buses are ThermoKing HVAC units, model T-14, 2250 CFM maximum. Typically the units idle at approximately 63% capacity when the vehicle reaches temperature, but the unit will cycle higher to sustain the preset temperature while the bus is in use. Two evaporators, one located on each side of the bus (street side and curb side), are mounted inside the duct work to disperse conditioned air within the bus. Low speed fans operate at approximately 1400 CFM for the majority of the time the bus is in operation. The CFMs are divided between two ducts with diffusers that are placed along the length of the bus. The diffusers are approximately 3-feet on center.

- f. Attached are pictures of the access door to the ductwork, a picture of the interior of the duct and the central access at the rear of the bus where any added equipment can be connected to a power source.
- g. The Proterra Catalyst buses have a rooftop unit manufactured by Eberspächer, model AE136, submodel 3.
- h. The two Hometown Trolleys utilize a ProAir 960 HVAC system, copies of the technical specification is attached.
- i. Please note that the heavy duty Gillig and Proterra buses have 24-volt systems. The trolleys and the paratransit vehicles are on a 12-volt system.
- j. The DTA prefers a solution that can be mounted in the ductwork just downstream of the evaporation fans in the heavy duty diesel buses for ease of maintenance.
- k. Installation of the selected product will be by DTA staff. DTA may elect to hire a third party vendor to do the installation. Respondents must provide information on installation of the Proposed project, but should not include the cost.
- l. All products must be U.L. Listed.
- m. Please provide references for the product being proposed (if available).
- n. Respondents submitting a Proposal for an Ion system must provide results of ozone generation test data in their response.
- o. Respondents are encouraged to provide all independent third party test results on the performance of the proposed product.
- p. Please note, the Buy America documentation is only required on those proposals above \$150,000. If your product qualifies for an FTA waiver, please include that information in the submittal.
- q. Electronic submittals are preferred.

Picture of the interior of the duct work on a Gillig heavy duty bus.







Picture of the Gillig heavy duty bus access panel at the rear of the bus. Evaporators mounted in the ductwork are on each side of the bus behind the signs closed to the rear. Both 12-volt and 24-volt power available.

