

**CER 4. REQUEST FOR EQUALS  
RETURN WITH YOUR PROPOSAL**

**Company Name:** GILLIG LLC

**Specification Section Number:** TS 26.13 Low Voltage/Low Current Wiring and Terminals

**Component Item Listed:**  
Adjacent connectors shall either use different inserts or different insert orientations to prevent incorrect connections.

**Proposed Item:**  
GILLIG requests approval to provide electronic multiple pin connectors from Deutsch and AMP as well as the Packard Electric weather pack specified.

The connector brand, type and location are determined by GILLIG's electrical engineers depending on the individual requirements of the various component within the system.

To properly interface with systems purchased from our suppliers, such as engines, wheelchair ramps, air conditioners, etc., a variety of connectors are sometimes required.

*OK RC*

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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 26.14 Electrical Components

**Component Item Listed:**  
All electric motors shall be heavy-duty brushless type where practical, and have a continuous duty rating of no less than 40,000 hours (except cranking motors, washer pumps and wiper motors).

**Proposed Item:**  
GILLIG and EMP wish to clarify, that the EMP fans are tested at max temp to 25,000 hours with zero failures, expected to run 40,000+ hours.

OK RC

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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 26.14 Electrical Components

**Component Item Listed:** \_\_\_\_\_

All electric motors shall be easily accessible for servicing.

**Proposed Item:** \_\_\_\_\_

GILLIG and EMP wish to clarify, that the EMP pumps/fans have integrated DC brushless electric motors and are easily serviced as a complete unit.

OK AC

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## CER 4. REQUEST FOR EQUALS RETURN WITH YOUR PROPOSAL

**Company Name:** GILLIG LLC

**Specification Section Number:** TS 28.1 General

**Component Item Listed:**

Switches and controls shall be divided into basic groups and assigned to specific areas, in conformance with SAE Recommended Practice J680, Revised 1988, "Location and Operation of Instruments and Controls in Motor Truck Cabs," and be essentially within the hand reach envelope described in SAE Recommended Practice J287, "Operator Hand Control Reach."

**Proposed Item:**

GILLIG would like to note that SAE Recommended Practice J680, Revised 1988, "Location and Operation of Instruments and Controls in Motor Truck Cabs," is recommended for adoption by manufacturers of trucks and truck-tractors in new or revised designs in order to avoid confusion when drivers shift from one truck to another, to promote safety and convenience, and to simplify design, production, and servicing. This recommended practice shall apply to all on-highway trucks and truck-tractors equipped with power brake systems and having a GVW rating of 26 000 lb. or more.

This standard would not apply to the GILLIG Low Floor bus. Of prime importance in this recommended practice is the basic premise that all controls requiring operation while the vehicle is in motion be located so that the driver can manipulate them with his right hand and keep his left hand on the steering wheel.

GILLIG has the flexibility to locate various Operator control buttons/switches to accommodate the needs of the Agency and can be discussed in detail during negotiations. We have provided a preliminary dash layout for review and will create a custom dash layout if GILLIG is the successful bidder.

GILLIG requests approval of our standard dash configuration with the Agency having the flexibility to locate various Operator control buttons/switches as needed.

*OK RC*

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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 28.3 Visors/Sun Shades

**Component Item Listed:** \_\_\_\_\_

Visors shall store out of the way and shall not obstruct airflow from the climate control system or interfere with other equipment, such as the radio handset or the destination control. Deployment of the visors shall not restrict vision of the rearview mirrors. Visor adjustments shall be made easily by hand with positive locking and releasing devices and shall not be subject to damage by over-tightening. Sun visor construction and materials shall be strong enough to resist breakage during adjustments.

**Proposed Item:** \_\_\_\_\_

GILLIG request approval to delete the requirements for sun "visors".

In lieu, GILLIG will meet Tulsa's alternative requirement, detailed in section TS 28.3, with adjustable roller type sunshades.

The pull-down screens will be located above the windshield on the driver's side and above the driver's side window.

This is the standard offering on the GILLIG Low Floor coach.

DK RC

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**CER 4. REQUEST FOR EQUALS  
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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 28.5 Normal Bus Operation Instrumentation and Controls

**Component Item Listed:**

The following list identifies bus controls used to operate the bus. These controls are either frequently used or critical to the operation of the bus. They shall be located within easy reach of the operator. The operator shall not be required to stand or turn to view or actuate these controls unless specified otherwise.

**Proposed Item:**

GILLIG has the flexibility to locate various operator control buttons/switches to accommodate the needs of the Agency and can be discussed in detail during negotiations. We have provided a preliminary dash layout for review and will create a custom dash layout if GILLIG is the successful bidder.

GILLIG would also like to note that Table 6 includes instruments and alarms that may or do not apply to the vehicle(s) being specified in this contract. GILLIG wishes to clarify that Table 6 is strictly a guide/reference.



RFP#17-1701 Dash  
Layout (35').pdf



RFP#17-1701 Dash  
Layout (40').pdf

*OK AC*

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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 28.5 Normal Bus Operation Instrumentation and Controls

**Component Item Listed:**  
MobilEye Ignition Controlled - Windshield/ A pillar - Alerts operator of potential collisions - Audible and visual

**Proposed Item:**

GILLIG request approval to provide a pre-wire only for the MobilEye system.

Denied RC

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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 28.5 Normal Bus Operation Instrumentation and Controls

**Component Item Listed:**  
Auxiliary power - 110-volt power receptacle - Approved location - Property to specify what function - to supply

**Proposed Item:**  
GILLIG request approval to delete the requirement for a 110-volt power receptacle mounted in the dash area.

Should Tulsa Transit require alternative power, and GILLIG be the successful bidder, discussions can be made during the pre-production meeting for alternative solutions.

OK RC

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**CER 4. REQUEST FOR EQUALS  
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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 32.7 Seat Suspension

**Component Item Listed:**  
The operator's seat shall be appropriately dampened to support a minimum weight of 380 lbs. The suspension shall be capable of dampening adjustment in both directions.

**Proposed Item:**  
It has been brought to GILLIG's attention by USSC, that their driver's seat suspensions do not have adjustable dampeners. GILLIG and USSC request concurrence.

OK RL

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**Company Name:** GILLIG LLC

**Specification Section Number:** TS 32.11 Seat Belt

**Component Item Listed:** \_\_\_\_\_

The belt assembly should be an auto-locking retractor (ALR) lap seat belt only.

**Proposed Item:** \_\_\_\_\_

It has been brought to GILLIG's attention by USSC that their driver's seats incorporates an ELR (Emergency Locking Retractor) seat belt instead of an ALR. GILLIG and USSC request approval to delete the requirement for an ALR seat belt.

OK RC

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