

January 23, 2026

Addendum No. 1**Information for Bid (IFB) V-2545****Mobile Bus Lift**

Prospective Offerors:

Reference is made to the subject solicitation wherein the following changes are hereby incorporated:

The NICE BUS response to all questions received to date shall be incorporated in IFB V-2545, per this Addendum No.1.

- 1. Question:** Vendor is questioning the unit amount of the Mobile Bus Lifts. “ The bid states that you seek 116 each of the Mobile Bus Lifts – does this mean that you need a total of 116 columns or does refer to sets of columns, and if so, how many columns per set?

NICE BUS Response to Question 1:

A total of 116 individual mobile column bus lifts are required. Bids proposing sets or grouped configurations of mobile column bus lifts will not be accepted.

- 2. Question:** Vendor is inquiring about the weight capacity ?

NICE BUS Response to Question 2:

The Lifting Weight Capacity of each Mobile Column Bus Lift is 18,000 pounds (lbs.) minimum – Lifting Weight Capacity cannot be less than 18,000 pounds (lbs.)

- 3. Question:** Under Section 4: Special Provisions # 2 Insurance Requirements, there is a bullet point for: Excess Liability which includes products’ liability with a combined single limit in an amount of not less than \$5,000,000 per occurrence and in the aggregate.
The scope under IFB No. V-2545 is limited to the manufacture and delivery of mobile column vehicle (bus) lifts. This does not involve installation, electrical work, rigging, or site supervision, and we are an OEM manufacturer delivering a finished, ALI/ETL safety certified mobile lift product. Specifically, this solicitation states a requirement of \$2M primary plus \$5M excess (totaling \$7M each / \$9M aggregate), representing a substantial increase beyond commercially

reasonable limits for a delivered product with no installation or operational services. We currently carry Products Liability coverage of \$3,000,000 each occurrence / \$5,000,000 aggregate, which is consistent with—and exceeds—industry standards for OEM manufacturers of this class of equipment. Increasing limits beyond this would materially increase costs without a corresponding reduction in risk. Given the limited exposure and the absence of construction or professional services risk, are you able to accept our current Products Liability limits as carried?

NICE BUS Response to Question 3:

We could consider removing the Excess Liability requirements if needed, but the General Liability coverage needs to include all items outlined in that section, not just Product Liability.

- 4. Question:** Please advise of the specific bonding requirements for this project. Please call out both bid bond/bid security requirements as well as payment/performance bond requirements. Language in the bid is not clear that this is required. If this is required, should the cost of that bonding be included in our bid?

NICE BUS Response to Question 4:

There is no bid bond, performance bond, or payment bond requirement for this solicitation, as it is a non-construction procurement.

- 5. Question:** Spec point: “To minimize potential for inadvertent activation by a remote controller between adjacent bays resulting in damage or injury, all remote devices shall operate by connected wire only. Wireless remotes devices shall not be accepted.” Our lift has unlimited communication channels available. Thus, this spec point would not apply as there would not be inadvertent activation. Please revise.

NICE BUS Response to Question 5:

We require each remote controller device to operate via connected wire, only. Wireless remote controller devices are denied.

- 6. Question:** Spec point: “Lift movement shall be accomplished by a highly efficient, low friction recirculating ball-screw mechanism, requiring no hydraulic fluid, and offering synchronized lifting at a constant speed. Hydraulic lifting cylinders or any part of the lift that extends passed the top of the lift column itself will not be acceptable. **Please see attached. This effectively restricts to a single brand marketing this design difference as a**

“safety feature” or somehow advantageous. Every other lift in the market is electro-hydraulic, and this is by far the best selling method to the government sector. See attached write up why NOT ball screw.

Prospective bidders’ attachment is as follows.

“Why NOT Ball Screw Models:

There is only a single manufacturer that creates ball screw models, and there is a major reason for this. Electro-hydraulic columns are by FAR the industry standard. NYC and MTA alone have hundreds of these columns if not more. Every other major lift brand (of which there are half a dozen) all run on electro-hydraulic and these are much preferred.

Unlike recirculating ball screw systems, which rely on complex mechanical threading and are prone to wear, contamination, and catastrophic failure, hydraulic systems use sealed fluid power for smoother, more durable operation with fewer moving parts.

Ball screw lifts are vulnerable to back-driving if braking systems fail, creating serious safety concerns. In contrast, electro-hydraulic columns maintain precise synchronization, even under load, and fail gradually or lock safely if issues occur. With lower maintenance requirements and significantly reduced risk of sudden failure, electro-hydraulic lifts offer a safer, longer-lasting solution for demanding fleet environments.

Understanding that electro-hydraulic lifts are industry standard is important here, and hopefully at a more advantageous price point, should warrant serious consideration past what a manufacturer may tell you about their “unique” or “special” product. “

NICE BUS Response to Question 6:

Seller/OEM must build to our technical specification requirement: “Lift movement shall be accomplished by a highly efficient, low friction recirculating ball-screw mechanism, requiring no hydraulic fluid, and offering synchronized lifting at a constant speed. Hydraulic lifting cylinders or any part of the lift that extends passed the top of the lift column itself will not be acceptable.”

- 7. Question:** Spec point: “To minimize potential mechanical failure points, front wheels shall not have hydraulic or mechanical retraction linkages. To avoid damage to overhead structures and to lifted vehicles, lifts shall be of static height, with no mast or other structure rising above that height as the lift operates. To achieve a tight turning radius for operation in narrow bays the distance from the contact point of the steering wheel to the front of the lift base shall be no greater than 53 inches.” This is similarly anti-competitive/restrictive, and says “no other structure rising above that height” – this is the way ALL other mobile columns operate. Please

revise. Regarding the “steering wheel to the front of the lift base,” this is not the only measurement to gauge a tight turning radius. Firstly, with facilities with space for nearly 100 columns or 20 columns, some tolerance in these specs would be appreciated and less obviously geared toward a single brand. Turn radius is not just about this measurement, but about the WIDTH of the column itself, the size and angle of the caster, and other measurements. You are also inadvertently discouraging longer forks (which have better vehicle coverage) by including the fork in this measurement. Consider scrapping this measurement or increasing to include other brands, closer to 60”.

NICE BUS Response to Question 7:

The request to revise the first portion of this technical spec question No. 7 is denied. It shall remain as “To avoid damage to overhead structures and to lifted vehicles, lifts shall be of static height, with no mast or other structure rising above that height as the lift operates.”

For the technical spec inquiry regarding consideration for alternate turning radius dimensions in question No. 7 – please include the proposed alternate dimensions in your bid package for NICE Bus’s consideration.

- 8. Question:** What is the approved equal process to submit an approved equal for this project? Is this done pre-bid or post-bid?

NICE BUS Response to Question 8:

If not already addressed via the Question & Answer timeframe of this IFB Solicitation process, these can be submitted at time of bid. Please include any proposed alternate technical specifications, dimensions, characteristics or requests for approved equal status on a clearly labeled separate sheet along with your bid package for NICE Bus’s consideration.

- 9. Question:** Can the authority unload the lifts given that they have forklift pockets or is the contractor to unload?

NICE BUS Response to Question 9:

The vendor/contractor is responsible to deliver and unload all MCL’s at the NICE Bus facilities named in this IFB and all, if any, associated lift equipment before NICE Bus will consider ‘acceptance.’

10. Question: Spec point: “An established factory trained and authorized service (labor) and parts center network shall be readily available from a local, authorized distributor/seller/service provider. This critical support must have the ability to provide and perform ALI approved Check360 certified lift inspections and repairs with ALI certified Technicians. The local certified service team shall include multiple skilled, factory-trained technicians specializing in the furnished lifts and supported by office dispatch and staff.”

- a. Revise to include that the Local authorized distributor/seller/service provider must be based in New York, or within a 50 mile radius of NICE facilities to ensure quickness and completeness of service. Companies sending someone from states away are not “local.”
- b. Revise to include that the support network mentioned above must be CERTIFIED by Automotive Lift Institute (ALI Approved inspections) as well as authorized to sell, service lifts. Proof must be submitted with Bid.
 - i. Ensure that proof of the subcontractor/service network is documented in the bid. (A letter between the two companies, showing NICE the relationship and how to make sure they are receiving certified and local support)

NICE BUS Response to Question 10:

Re: Question 10 – Section (a) is Denied

Re: Question 10 – Section (b) is Accepted

Re: Question 10 – Section (b) subsection (i) is Accepted, except for the reference to a 50-mile radius defining ‘local’ as described in Section a, above.

11. Question: Please explain the evaluation criteria or rubric.

NICE BUS Response to Question 11:

Vendor/Contractor must meet the Technical Specifications described in this IFB V-2545

- 12. Question:** Spec point: "Lifting column total weight shall not exceed 1,500 pounds". Given that you are not ideally not gearing this toward one manufacturer, since the lifts are tasked with lifting approximately 72,000+ lbs., hundreds at a time in a facility, revise this to be "Lifting column total weight shall be approximately 1,500 pounds." This unfairly excludes a brand that might be, say , 1550 lbs.

NICE BUS Response to Question 12:

Approved – Technical Specification is revised to read as ""The total weight of each Mobile Column Bus Lift shall be approximately 1,500 pounds (lbs.)."

Insert: in Section Technical Specification Sheet, at the end of the last paragraph. The following text:

CERTIFIED COULUMN LIFTS REQUIREMENTS:

Each lift will have been American Lift Institute (ALI) certified in accordance with the requirements of ANSI/ALI ALCTV (current edition) "Safety Requirements for the Construction, Testing and Validation of Automotive Lifts."

Vendor/Contractor must guarantee the Lift products it offers to NICE Bus in this IFB is listed in good standing in ALI's Directory of Certified Lifts located at: <https://www.autolift.org/ali-directory-of-certified-car-lifts/search-certified-car-lifts>

*****End of Addendum No.1*****