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Governor (Maga'håga)
JOSHUA F. TENORIO
Lt. Governor (Sigundo Maga'låhi)

October 23, 2026

Invitation For Bid
GSA-001-27
School Bus 60-Passenger Type C IDIQ)

Questions and Concerns Received from Monster Auto Corp dba: Guam Auto Spot on October 7, 2026.

1. Spare Tire and Wheel Assembly
   Page 48 | Tires and Rims, item 4
   Please clarify whether the spare tire and wheel assembly must be physically mounted or stored on each bus, or whether an identical assembled spare tire and wheel may be supplied loose with each bus.
   Response: Mounted.

2. Entrance Door Safety Glass
   Page 48 | Entrance Doors, item 3
   Would GSA/DPW revise the entrance-door glazing requirement to accept the manufacturer's standard approved safety-glass configuration meeting all applicable DOT and FMVSS requirements, in place of the specified upper and lower glass-panel dimensions?
   Response: Refer to Amendment #2, "Lower, as well as upper door panels, glazing requirement shall be manufacturer's standard approved safety glass configuration. Shall meet DOT and FMVSS requirement".

3. Exterior and Cross View Mirror Hardware
   Pages 52–53 | Mirrors
   Would GSA/DPW require or accept stainless-steel exterior and cross-view mirror arms and mounting brackets to improve corrosion resistance in Guam's humid, salt-air environment, while maintaining compliance with FMVSS 111?
   Response: Yes. DPW accepts stainless-steel.

4. Composite LED Stop Arm
   Page 55 | Stop Arm Signal
   Would GSA/DPW accept a Transpec composite/synthetic LED stop arm, or equivalent, to improve corrosion resistance, provided it meets FMVSS 131 and the solicitation's applicable operating and lighting requirements?
   Response: Refer to Amendment #2, "All stop arm signals shall be of the strobe-type and have high-intensity, Retro-reflective Coating or equivalent, to improve corrosion resistance. The stop signal – arm shall comply with the requirements of FMVSS 131".

5. 60 Passenger Seating Configuration
   Page 54 | Seats and Crash Barriers, item 2
   Would GSA/DPW accept an alternative manufacturer-standard seating configuration providing 60-passenger capacity, excluding the driver, in place of the specified twelve 45-inch left-side seats and twelve 30-inch right-side seats? The alternative would maintain the minimum 13-inch aisle width and comply with FMVSS 222 and all applicable school-bus safety requirements. Allowing a standard configuration may improve pricing and delivery time.

Response: Refer to Amendment #2, "School Bus shall have 60 passengers seating capacity, not including driver and shall meet FMVSS and NSTSP".

6. Warranty Out of Service Extension
   Page 59 | Warranty and service conditions, item 5
   The specifications require the entire downtime period to be added to all active warranty, service and preventive-maintenance periods whenever a bus is out of service for three consecutive calendar days or longer awaiting parts, service or warranty repairs.
   We respectfully request removal of this requirement in its entirety. These are commercially manufactured school buses governed by established manufacturer warranty terms. Downtime-based extensions are outside standard commercial manufacturer warranty coverage and cannot be supported under the proposed manufacturer's standard warranty.
   Will GSA/DPW amend the solicitation to delete this requirement in its entirety and allow the manufacturer's standard warranty terms and periods to apply?
   Response: No. The warranty remains the same.

7. Minimum Engine Requirement
   Page 47 | Engine
   Would GSA/DPW revise the minimum engine requirement from a turbocharged diesel engine to the Cummins B6.7 Octane turbocharged gasoline engine, or equivalent?
   The Cummins B6.7 Octane is designed for medium-duty applications, including school buses, and eliminates the need for DEF and active regeneration, simplifying maintenance and operation.
   We respectfully request that the Cummins B6.7 Octane gasoline engine, or equivalent, be established as the minimum acceptable engine requirement, with corresponding changes to diesel-specific requirements. All applicable vehicle performance, emissions, safety and GVWR requirements would continue to apply.
   Response: No. The specification remains the same.

8. Pre Delivery Inspection and Water Test
   Page 56 | Pre-Delivery Inspection
   Would GSA/DPW revise the Pre-Delivery Inspection requirement on page 56 to include the following? The successful bidder's representative and an approved manufacturer's representative shall attend the factory pre-delivery inspection with the four (4) DPW representatives to witness the water (wash) test on the first or pilot bus, rather than all buses.
   Manufacturer certifications will be provided for all buses upon completion.
   Response: Refer to Amendment #2, "<u>Pre-Delivery Inspection:</u>"

9. Pilot Bus Designation
   Page 56 | Pre-Delivery Inspection
   Would GSA/DPW designate the first approved pilot bus as the standard configuration for all remaining buses under the initial order and any subsequent indefinite-delivery orders? Once the pilot bus is inspected and approved, all remaining buses would be manufactured to the same approved configuration, subject to the solicitation requirements and any formally approved changes.
   Response: DPW will inspect all 12 buses at the same time at the Pre-Delivery Inspection.

10. Pilot Bus Water Test and Certification
    Page 56 | Pre-Delivery Inspection
    Would GSA/DPW confirm that the water (wash) test will be performed on the first or pilot bus in the presence of the four (4) DPW representatives, the successful bidder's representative, and an approved manufacturer's representative, and that the same witnessed water test will not be required for every subsequent bus? Water-test certifications for all remaining buses will be provided to DPW upon completion.
    Response: DPW will conduct the water test with all 12 buses and with all representatives present.

11. Front Wheel Alignment Requirements
    Pre-Delivery / Final Preparation
    Would GSA/DPW require each bus to receive a factory front-wheel alignment and a second

front-wheel alignment in the Pacific region prior to shipment to Guam? This requirement would help ensure that each bus arrives in Guam properly aligned following manufacturing, inland transportation, ocean shipment, and regional handling.
Response: Refer to Amendment #2, "Pre-Delivery Inspection:"

12. Manufacturer Technician On-Island Training
Technical Training / Service Support
Would GSA/DPW revise the specifications to require the successful bidder to provide an authorized manufacturer's technician to travel to Guam and conduct on-island technical training for DPW mechanics at no additional cost to the Government? The training shall include, at a minimum, vehicle systems, diagnostics, preventive maintenance, troubleshooting, warranty procedures, and proper service and repair procedures specific to the buses being supplied. The training shall be conducted after delivery and prior to, or in conjunction with, placing the buses into regular service.
Response: No. If a bidder offers these service at no addition cost, DPW will accept. Please note, this will not be used as an evaluation factor.

Questions and Concerns Received from Triple J Enterprises, Inc. on October 21, 2026.

1. Page 54: Item No. 2 : LEFT SIDE Seating Plan : To read ''12 left side seats, each minimum 39 inches wide''. This will still fit 3 children. We're being advised that the 45 inch configuration is not available as an industry standard. A 45 inch seat would significantly reduce the aisle space.
Response: Refer to Amendment #2, "School Bus shall have 60 passengers seating capacity, not including driver and shall meet FMVSS and NSTSP".

Please Note: Follow up/Clarification to the Questions and Concerns responses dated 10/23/2026 must be submitted to the General Services Agency via email to bids@gsadoa.guam.gov no later than 5pm, Tuesday, October 26, 2026.

Andriana Quitugua
Chief Procurement Officer

Please Print
ACKNOWLEDGMENT COPY
Received By: _____
Date: _____
Company/Name: _____
Email To: gsaprocurement@gsadoa.guam.gov