



ADDENDUM #5

SUBJECT: CHARLOTTE TROLLEY CAR W/ OPTIONAL W2 TROLLEY CAR REHABILITATION

DATE: MAY 28, 2024

PROPOSAL NO.: 24-03

PROPOSAL DUE: JUNE 28, 2024 **TIME:** 11:00 a.m. C.T.

Please note the following changes for the above-referenced RFP:

The language in Part II Section 5.2 Trolley Car History and Specifications, 2nd Paragraph – will now read as follows:

Source of Running Equipment: Peter Witt-style trucks from ATM Milan, Italy.

The language in Part II Section 5.3 Trolley Car Upgrades Overview, item 1 – will now read as follows:

1. Section not used.

The language in Part II Section 5.9 Truck Work, 2nd Paragraph – will now read as follows:

Trucks shall be removed from the car, completely disassembled, all parts labeled per truck, and cleaned.

It is worth noting up front that the running gear and associated parts came from Milan Italy, and these parts will most likely have metric sized wires inside the components, such as the armatures, metric bolts on the trucks, air compressors, air brake cylinder and other apparatus such as the k type controller. The car shell was built by an American manufacturer in Iowa, and might have American standard sized bolts, nuts and related hardware. Metric wire shall be used in areas of concern, such as the motor armatures windings, field and interpole coils.

Axles shall be replaced. All wheel press work shall be done on a press that has been certified within the previous 12 months. Press work results for each wheelset shall be recorded on a form that shows the serial numbers for all serialized pressed components (e.g. each axle, wheel, gearbox, brake hub, journal bearings, etc.), the responsible employee that completed the work, and the date of the work.

New axle journal bearings with improved seals to mitigate leaks shall be installed. Maintenance of these bearings shall be described in the maintenance manual.

All truck mounted brake linkages are to be taken apart, cleaned, tagged with a part number, checked for wear in all mating wear surfaces, guideways, hold down points, hangers, brake shoe holders, brake shoe pins, attaching or interface rods or pins. Bushing shall be replaced. New brake rigging pins are to be fabricated. All pins shall have drawings made. New pins shall be fabricated. Lubrication ports on pins shall be drilled and zerk fittings shall be installed.

New rubber mud flaps to be installed at four locations on each truck end beam opposite the wheels to prevent wheel splash.

For any questions concerning this change, you may contact Ashley Best, Senior Contract Administrator at 901-722-7182 or by email at abest@matatransit.com.