



February 19, 2026

Dear Proposers:

Attached is Addendum No. 4 to SEPTA's Request for Proposal No. 25-00300-AMJP - **Silverliner VI Rail Cars.**

The proposal due date and time scheduled for Friday, April 10th, 2026, at 04:30 PM has been postponed until Friday, July 10th, 2026, at 04:30 PM. All proposals must be delivered to my attention by the closing date and time to be considered for the award. The proposals must be sent to SEPTA's General Offices, 1234 Market Street, 11th Floor, Philadelphia, PA 19107.

Any inquiries regarding this proposal must be directed to Michael Piselli of the Procurement and Supply Chain Management Department at (215) 580-8364 or mpiselli@septa.org.

Thank you for your interest in the Authority.

Sincerely,

Michael Piselli

Michael Piselli
Manager, Contract Administration
Procurement & Supply Chain Management

Request for Proposal No. 25-00300-AMJP
Silverliner VI Rail Cars
Addendum No. 4

To All Bidders:

The following constitutes Addendum No. 4 to SEPTA's **25-00300-AMJP –Silverliner VI Rail Cars**. Addendum No. 4 must be acknowledged by inserting the date of the Addendum on the Addenda Response Form. Failure to do so may render a bid as non-responsive.

General:

1. Question and Answers (47-59) are attached.
2. The proposal due date and time scheduled for Friday, April 10th, 2026, at 04:30 PM has been postponed until Friday, July 10th, 2026, at 04:30 PM.
3. The Due Date for questions has been extended from Friday, February 27th, 2026 to by no later than the close of business at 04:30 PM to Friday, May 29th, 2026 by no later than the close of business at 04:30 PM.

February 19, 2026

ADDENDUM NO. 4

ADDENDUM ACKNOWLEDGEMENT SHEET

SEPTA's RFP No. 25-00300- AMJP
Silverliner VI Rail Cars.

The attached addendum to the Contract Documents is hereby part of the same and is incorporated in full as part of the Project. Proposer shall acknowledge Addendum No. 4 by completing and returning the Addendum Acknowledgment Sheet with the Technical Proposal.

FIRM NAME: (typed or printed) _____

AUTHORIZED SIGNATURE: _____

TITLE: _____

NAME: (typed or printed) _____

DATE: _____

Addendum No. 4 includes:

1. Question and Answers (47-59) are attached.
2. Proposal Due Date Extension
3. Question and Answer Due Date Extension

No.	Reference	Question	Answer
47	Notice of request for proposal NR 4. Questions	The current closing date for submission of questions is January 30, 2026. Given that the proposal submission deadline is scheduled for April 2026, we respectfully request that SEPTA extend the clarification period until March 30, 2026 to allow sufficient time for proposers to prepare the proposal.	The Due Date for questions has been extended from Friday, February 27th, 2026 to Friday, May 29th, 2026 by no later than the close of business at 04:30 PM.
48	9.3.4 9.5.1.E.6	The Technical Specification (TS 9.5.1.E.6) requires that the LVPS for a married pair train configuration shall have sufficient capacity to carry the entire married pair low voltage DC load without load shedding and under the worst-case ambient conditions. I would like to clarify whether the requirement in TS 9.5.1.E.6 for the Low Voltage Power Supply (LVPS) capacity applies to normal operating conditions (i.e., when no single failure of LVPS is present). Furthermore, in the event of a single LVPS failure, should the remaining operational LVPS unit have the capacity to supply the entire married pair low voltage DC load after the specified (Section 9.3.4) load shedding has been implemented?	TS 9.5.1 #E6 applies to normal operating conditions, not degraded modes. It is permitted to enter load shed as specified in the event of a single failure of the LVPS.
49	2.5.1	D. 3. AW2: AW1 plus four passengers per square meter (0.37 passengers per square foot) of <u>standing area</u> . Where flip-up seats are provided, the worst case, seated passengers or standees at such location, shall be used. Question) We would like to inquire whether we should follow EN 15663 for calculating standing passenger capacity, as the criteria are currently unclear.	EN 15663 shall not be used. If there is a specific specification clarification needed please submit a question to that effect.
50	6.4.7.6 C - Door Operator Motors	The motors shall be sufficiently sized to enable an open door to close against the maximum acceleration of the train. What is the scenario for an open door while the train is at its maximum acceleration?	See TS 6.4.4 #B.
51	6.4.10.6 B - Detection Sensitivity	The obstruction sensitivity shall be future adjustable to profiles other than the above setting within Contractor authorized limits by SEPTA through the PTU interface, with suitable password protection. Please define which parameters should be taken into account to adjust the obstruction sensitivity?	TS 6.4.10.6 #B will be removed.
52	Section 16.11.1.1 Material (A.)	Silverliner IV and V railcar specifications have included fire-resistant CR SAFGUARD XL foam, manufactured by Chestnut Ridge Foam for seat backrest cushions. Will you accept CR SAFGUARD XL fire-resistant cushioning to be used in the backrests?	TS 16.1.1.1 #A will be reworded as follows: "Seat cushion fill material shall be low-smoke flexible silicon foam or as Approved."
53	Section 16.11.1.1 Material (A.)	This section contradicts Section 14.4.6 (5.a) where the cushioning called out is "combination of chloroprene latex and polyurethane foam." Was the intent to include CR SAFGUARD XL in the backrest cushions? Can you add a separate section for backrest cushioning and include CR SAFGUARD XL fire-resistant cushioning? The use of the word XL is important since this defines the latest cushioning technology in terms of firmness and height retention, and extended durability. If this cannot be done, can the verbiage above be replaced with "Neoprene compound cushioning, CR SAFGUARD XL, or equal"?	See Response to Question #52.
54	Section 16.11.1.1 Material (A.)	Polyurethane will not comply with the fire performance criteria for flammability and smoke emission characteristics in 49 CFR 238, Appendix B. Section 14.4.11 Fire Resistance lists the requirement as 49 CFR 238, Appendix B. Also, urethane, also known as polyurethane is a prohibited material according to Section 16.1.7. Will SEPTA remove "Supplier may recommend polyurethane foam as an alternative with approval" from 16.11.1.1? Polyurethane is extremely flammable when exposed to an open flame. Polyurethane burns rapidly, melts, drips, and emits thick, toxic smoke.	See Response to Question #52.
55	Section 16.11.1.2 Physical Properties	Number 6 under this section mentions "Thickness Loss: In accordance with ASTM D1055." ASTM D1055 is no longer an active standard and had no criteria listed in the standard. Will you remove this requirement? If not, we have a suggestion to accomplish retention of thickness, via stated criteria to an active standard.	The standard reference in TS 16.11.1.2 #A6 will be updated to ASTM 3574.
56	NR 4	Considering the current situation where the Proposer has not yet received any response from SEPTA regarding RFI's submitted from the bidders, we respectfully request that SEPTA consider extending the deadline to submit questions to April 30th. (Note: Current deadline for questions as specified by Clause NR 4, is Friday, January 30, 2026 no later than the close of business).	See Response to Question #47.
57	NR 2	We request an extension to the bid submission date into July 10, 2026 to ensure the proposal accurately aligns with SEPTA's objectives. (Note: Current deadline for proposal as specified by Clause NR 2, is Friday, April 10, 2026 no later than the close of business).	The proposal due date and time scheduled for Friday, April 10th, 2026, at 04:30 PM has been extended to Friday, July 10th, 2026 at 4:30 PM.
58	10.9.3	Ratings A. Forced cooled or drip proof self-ventilated traction motors proposed for this service shall be capable of meeting all the requirements of this specification while not exceeding 155 degrees C rise at any point in the machine. Shaft and bearing temperatures shall be well within recommended limits for the lubricants. - We consider it reasonable that the temperature rise of the traction motor be managed based on the insulation class. As we are applying Class 220, a temperature rise of up to 220K is allowable in accordance with IEC 60349-2. Even if the temperature is managed on class below the applied insulation class to provide a margin in thermal capacity, a temperature rise of up to 200K remains acceptable. Therefore, we kindly request that the specification be revised so that the temperature rise limit is managed according to the applicable insulation class.	TS 10.9.2 #A will be reworded as follows "Forced cooled or drip proof self-ventilated traction motors proposed for this service shall be capable of meeting all the requirements of this specification while not exceeding 155 degrees C the maximum temperature rise for the insulation class at any point in the machine. Shaft and bearing temperatures shall be well within recommended limits for the lubricants.
59	15.4.7.1.A	2. The type testing, as specified in IEC 60349-2, shall be made on converter supply, per IEC 60349-2, Section 7.1.2.2, Type tests on converter supply, and also with sinusoidal power, per IEC 60349-2, Section 7.1.2.3, Type tests on sinusoidal supply. - Based on our understanding of IEC 60349-2, tests related to motor characteristics are intended to be carried out under sinusoidal supply conditions, whereas test items that are highly affected by supply harmonic components (such as temperature rise test, noise test) are intended to be conducted under converter supply conditions. Therefore, it does not appear that all type test items are required to be performed under both supply conditions. Could you please clarify which test items shall be conducted under each supply condition on the requirement?	Proposer may include clarification on specific tests performed to IEC 60349-2 as part of their bid and compliance matrix submission. Further discussions can be had during design review.