



April 3, 2026

Dear Proposers:

Attached is Addendum No. 5 to SEPTA's Request for Proposal No. 25-00300-AMJP
- **Silverliner VI Rail Cars.**

The proposal due date and time scheduled for Friday, July 10th, 2026, at 04:30 PM remains unchanged. 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. 5

To All Bidders:

The following constitutes Addendum No. 5 to SEPTA's **25-00300-AMJP –Silverliner VI Rail Cars**. Addendum No. 5 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 (60-68) are attached.

April 3, 2026

ADDENDUM NO. 5

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. 5 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. 5 includes:

1. Question and Answers (60-68) are attached.

No.	Reference	Question	Answer
60	9.7.2.C 9.7.2.D	<p>We would like to clarify the term 'complete discharge' in Clause C. Does this mean 0V?</p> <p>Technically, discharging a battery to 0V causes permanent damage (like polarity reversal) and is impossible to guarantee for any battery. Since Clause D already says we should use a load shedding device to stop the battery from reaching 0V, we assume that 'complete discharge' actually means the rated discharge limit.</p> <p>Could you please confirm this? We want to make sure the battery is protected and the specifications are consistent.</p>	<p>TS 9.7.2 #C will be reworded as "Complete Discharge of the battery down to the cutoff voltage as recommended by the battery manufacturer shall not permanently damage the battery"</p> <p>TS 9.7.2 #D will be reworded as "A load shedding device shall be provided to disconnect all DC loads, so the car battery is not damage by running the battery voltage to 0V lower than the cutoff voltage as recommended by the battery manufacturer. ..."</p>
61	9.7.1.G	<p>This is a follow-up question regarding Addendum 3, item 26. We acknowledge that CFR-mandated loads (such as emergency lighting and communication systems) must maintain the 90-minute endurance requirement. However, for all other non-CFR regulated auxiliary loads, we would like to propose an operation period of 60 minutes. This will allow for a more optimized battery design while still ensuring full compliance with federal safety regulations. Please confirm if this approach is acceptable.</p>	<p>This approach is acceptable, SEPTA notes that regardless of CFR requirements the Video Surveillance System and Event Recorder loads must be maintained for 90-minutes.</p>
62	IP 11 Tab 31 (2) 26.4 CDRL 26-14	<p>It is understood that publication/training service means computer based training (CBT). Please confirm whether our understanding is correct.</p>	<p>Publication/training service in the context of instructions to proposers means the primary supplier or suppliers of training items such as manuals, training, training aids, and computer based training as specified in TS 26.</p>
63	Contract Document and Specification Exhibit I. Pricing Schedules Item 6	<p>We understand that the required price for item 6, Optional Silverliner VI Test and Inspection Married Pair configuration, including site support and warranty, per Specification will be delta price between two (2) of the base Silverliner VI cars and this optional two (2) Silverliner VI Test and Inspection Married Pair cars. Please confirm whether our understanding is correct.</p>	<p>Confirmed.</p>
64	Contract Document and Specification VI. A and E	<p>Considering the similar characteristics of contract, it is common that LD Cap is 10% of the Contract Sum.</p> <p>We would like to propose 5% of the Contract Sum for Delay LD Cap and Functional LD Cap each instead of 10%. Please confirm whether our suggestion is acceptable.</p>	<p>The LD cap will not be adjusted at this time.</p>
65	ITP SECTION 1 : NOTICE OF REQUEST FOR PROPOSALS & XXXVIII. CONTRACT OPTION FOR ADDITIONAL SILVERLINER VI RAIL CARS	<p>The ITP Section 1 mentions that the 'The Option Orders are for two separate options of forty six (46)' where it is understood in the draft contract that the first option order will be exercised based on the following clauses: "SEPTA, at its sole discretion, shall have the right to exercise thirty (30) months before the last base order married pair is delivered the Option(s) as listed in Schedule A." However, since the option order will be split in to two 46 cars, we need the second option order exercise schedule in order to quantify the costs associated with the second half of the option order.</p> <p>In this regards, can SEPTA provide detail schedule on these options when they will be exercised?</p>	<p>The deadline for both option orders is the same date.</p>
66	10.23.C	<p>10.23.C The energy measurement system shall be incorporated in the propulsion control system.</p> <p>- Regarding the capability to transmit energy data to a ground system, please clarify the hardware interface:</p> <p>1) Is the Propulsion Control System required to include its own wireless communication hardware (e.g., LTE/Wi-Fi) for direct data transmission to on-ground DCS?</p> <p>2) Or is it sufficient for the PCS to provide the energy data to the VMDS?</p>	<p>An arrangement such as transmitting the relevant data to the VMDS is acceptable. The TS 10.23 #C clause is not intended to have the user interface in the propulsion control system, only to have the necessary equipment interfaced with it.</p>

67	10.23.D	<p>10.23.D Except as otherwise required in these specifications, energy measurement shall comply with the requirements as detailed in the relevant parts of EN 50463, EN 50591 and relevant standards referenced therein to permit verification of energy consumption.</p> <p>- As per EN 50463-4, the complete energy measurement framework consists of on-board and ground-side segments. Please confirm that our scope is limited to the on-board EMS functions (EMF and DHS) integrated within the Propulsion Control System, while the establishment and operation of the ground-side Data Collecting System (DCS) are the responsibility of the Customer.</p>	<p>The energy measurement system data interface shall be the VMDS. A ground-side Data Collecting System is not required beyond the specified VMDS/TWDT requirements.</p>
68	8.4.1.E	<p>Section 8.4.1.A requires that the emergency lighting system comply with 49 CFR 238.115 and APTA PR-E-S-013-99. Based on these references, the emergency lighting requirement for new passenger cars is generally understood as maintaining the required illumination level for 90 minutes under emergency conditions.</p> <p>In addition, APTA PR-E-S-013-99 requires that, for newer passenger cars, emergency lighting fixtures be supplied by independent power source(s) when normal power is unavailable.</p> <p>However, Section 8.4.1.E states that the emergency lighting system shall have a reserve capacity of at least 180 minutes from each independent power source, which appears to be more stringent than the duration defined in the referenced CFR/APTA requirements.</p> <p>Accordingly, please clarify whether Section 8.4.1.E means:</p> <ol style="list-style-type: none"> 1. Each independent power source alone shall provide 180 minutes of emergency lighting operation; or 2. The emergency lighting system shall provide a total duration of 180 minutes, including both the main car storage battery and the independent power source(s). <p>If No. 2 is acceptable, please confirm whether a design providing 90 minutes from the main car storage battery and</p>	<p>Interpretation No.2 is correct. A design providing 90 minutes from the main car storage battery and an additional 90 minutes from the independent power source(s) is compliant.</p>