

Addendum 4

Seattle Monorail Services

Electrical Questions on DMMP

1. Automation Direct PLC Part Number is listed as DL-06DD2, is this correct? The catalog lists a D0-06DD2 but not DL-06DD2.

SMS Answer – PLC Part Number should be D0-06DD2, 24vdc I/O and 24vdc supply. The BOM will be updated accordingly.

2. Is the Touch Panel Support Arm to be an Ergomart SAA4228 (Physical Drawing Bill of Material) or Ram Mounts Inc. (Spec book Pg. 237 CDRL E-1 #4)?

SMS Answer – Ram Mounts is the preferred source of Touch Panel Support Arm components, due to the apparent sturdier appearing construction than the Ergomart components. The Ram Mounts components are only a suggested source for the Contractor to select components from however, and the Contractor is free to propose alternative component suppliers, or a custom design support arm system to SMS for approval.

The contractor shall provide as a submittal to SMS the particular arm chosen and the method for mounting. The touch panel shall be positioned so that it does not interfere with joystick operation. In addition the arm shall articulate so a driver (sized from a 5th percentile female to a 95th percentile male) can move the panel to be at sitting eye-level, be within comfortable arm-reach, and move in and out of the seat.

3. Is there an Attachment 3 Backpanel Listing for TBB-1, TBC-1 & TBD-1 similar to the one for TBA-1?

SMS Answer – Yes, the final terminal board list are forthcoming. The TBA-1 terminal listing was provided as an example for preparation of proposals. For preparation of the proposals, Contractor should assume that TBD-1 will be very similar to TBA-1, and that TBB-1 and TBC-1 will incorporate approximately 75 % of the number of terminals as TBA-1 since all the terminals related to the control cabs are eliminated leaving for the most part only the train line and door control terminals. When the final TBB-1, TBC-1 and TBD-1 terminal board list become available, final project pricing will be adjusted if necessary.

4. The layout drawing on Pg E-63 in regards to Attachment 3 TBA1L & TBA1R do not look the same. Has there been a revision?

SMS Answer – TBA1L and TBA1R are intentionally different, but are representative of the door control terminal boards for all eight left “L” side doors and all eight right “R” side doors, made available for Contractors to prepare proposals. Final terminal board drawings and lists will be available, along with

the TBB-1, TBC-1 and TBD-1 terminal lists in answer #3 above. Final project pricing will be adjusted if necessary

5. The Grace-Port items shown on Dwg #140 (RS485 Network, & Devices) are not listed in the Schematic Drawing Bill of Material. Who provides?

SMS Answer – Grace Ports to be provided by the Contractor. BOM not complete, will be updated.

6. Schematic Drawing Bill of Material Pg. 5 calls for only two (2) total Master Controller Joystick P/N VNS2 from J. R. Merritt. Drawings show four (4) total.

SMS Answer – A corrected BOM will be forthcoming. The correct number of Master Controllers will be four, to match drawings.

7. Schematic Drawing Bill of Material Pg. 7, Ceramic Resistors by Allied Electronics state they are to be mounted to Wago Terminal Block P/N 281-660 – see Physical Dwg. BOM. No listing of such on Physical Drawing BOM.

SMS Answer – A corrected BOM will be forthcoming, including corrected terminal block P/Ns and counts. Final project pricing will be adjusted if necessary

8. Schematic Drawing Bill of Material Pg. 1 Mallory Sonalert P/N SCS040MD9DDS – P/N not in their catalog.

SMS Answer – the Mallory catalog is out of date per their sales rep, Don O'Brien. Suggest contacting Dan directly at:
Malory Sonalert
Outside Sales
317-612-1000 x131

9. Schematic Drawing Bill of Material Pg. 3 Fincor and M-G listed as “Not replaced” “Use existing”, Spec Book Pg. 239 120 Vac Power Supply System Work Scope states “Contractor shall construct and install new 700DC to 120AC converter as specified. Clarify this requirement please.

SMS Answer – The BOM reference on Pg 3 “Fincore and M-G Not Replaced – Use Existing” is incorrect and will be deleted. The instruction on Pg, 239 of the Spec. Book “Contractor shall construct and install new 700DC to 120AC converter as specified.” is the correct reference.

10. Spec Book Pg. 238 Underfloor areas section Items 11 & 12 reference Sections 1.6.1.1, 1.6.2.1 & 1.6.3 unsure of what this identifies?

SMS Answer – These references should have been to SNC drawings as marked up by SMS. The drawings are included with the other LV Electrical drawings in the drawing package. The drawing numbers are as follows:

SNC 863657-47D5-0202, Wire Way Layout

SNC 863657-47D7-0203, Safety Ground

SNC 863657-47D7-0201, HV Positive

SNC 863657-47D7-0204, AV Auxiliary and Compressor

SNC 863657-47D3-0201, HV Auxiliary Layout

Also, the reference to “Appendix A” in the third paragraph of the “Air Compressor System Work Scope” section on Pg. 239 of the Specification Book, should have referenced the above drawing numbers.

Seattle Monorail Services

Questions regarding the Wayside radio.

1. Please describe the 900mhz system formerly described in section 1.5 that the new wayside system is required to communicate with.

SMS Answer - The 900mhz radio on the train that the wayside system will communicate with is described on Pg, 146 of the PB/Elcon Low-Voltage Rewire Schematics. The radio manufacturer and P/N are identified on Pg. 10 of the BOM, second item from the bottom.

2. Are the requested functionalities required to be audio (standard 2-way radio,) digital (text message,) telemetry (turning something on/off,) or a combination?

SMS Answer - The radio functionalities are telemetry only.

3. Has FCC licensing already been processed?

SMS Answer - FCC licensing is not required for this radio system

4. Is it preferential to have all the radios hard-installed, or would SMS prefer some of the radios to be portable? If portable, would lapel mic's or headsets be necessary?

SMS Answer - Radios will be hard installed at the stations, with hard wire connections into the station equipment as necessary to transmit and receive train and station equipment information.