



## 926-2024 ADDENDUM 5

# SUPPLY AND DELIVERY OF TRANSIT BUS TIRES

### URGENT

**PLEASE FORWARD THIS DOCUMENT TO  
WHOEVER IS IN POSSESSION OF THE  
BID/PROPOSAL**

ISSUED: March 18, 2025  
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**THIS ADDENDUM SHALL BE INCORPORATED  
INTO THE BID/PROPOSAL AND SHALL FORM  
A PART OF THE CONTRACT DOCUMENTS**

Template Version: Add 2024-02-01

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**Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.**

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### FORM B: PRICES

Replace: 926-2024 Form B: Prices with 926-2024 Addendum 5 - Form B: Prices. The following is a summary of changes incorporated in the replacement Form B: Prices:

Form B(R1): Revised Specification References.

### PART B – BIDDING PROCEDURES

Add: B13.7 Bidders shall upon request of the Contract Administrator provide documentation showing evidence that their manufacturing process meets the requirements in accordance with E7.4.

### PART D – SUPPLEMENTAL CONDITIONS

Add: D4.1 (i) **“City’s Vehicle(s)”** means all large public transit vehicles that are owned and/or operated by the City.

Add: D4.1 (j) **“Initial Tread Depth”** means the tread depth, in /32” or mm, of a new tire.

Add: D4.1 (k) **“Specific Load Rating”** means the number of pounds of load that the tire is rated for under a certain pressure, in PSI, that is stamped on the tire sidewall, for single and dual tires.

Revise: D7.3 to read Upon request from the Contract Administrator, the Contractor shall provide disclosure of the sources (by company and country) of the raw materials used in the Work and a description of the manufacturing environment or processes (labour unions, minimum wages, safety, etc.). For the avoidance of doubt, this disclosure should not disclose any proprietary chemical compounding information or other proprietary manufacturing information to the extent unnecessary to establish compliance with this clause. To the extent the Contractor believes there is proprietary information necessary to be included in such a disclosure, the Contractor shall label same as confidential and the City shall treat this information as confidential and not disclose it to any outside party.

Add: D11.1.1 Further to D11.1, buses are placed out of service after the following process:

- (a) No new bus tires in Winnipeg Transit's inventory;
- (b) No used bus tires in the Winnipeg Transit's inventory;
- (c) Pull used tires off of scrapped buses;
- (d) Borrow tires from long term repair buses (1 month+);
- (e) Lower pull point on drive tires from 4/32nds tread depth to GSI spec of 2/32nds (in summer months only).

- Add: D11.1.2 Further to D11.1, the Winnipeg Transit keeps stock of bus tires and Winnipeg Transit will exhaust all options before putting a bus out of service.
- Revise: D18.1 to read Notwithstanding C11, the warranty period shall begin on the date of Total Performance and shall expire after the original tread life or seven (7) years (whichever occurs first) thereafter unless extended pursuant to C11.3, in which case it shall expire when provided for thereunder.
- Revise: D18.1.1 to read: Further to D18.1, the warranty shall cover against defects in workmanship and materials for the original tread.
- Delete: D18.2
- Delete: D18.3
- Delete: D18.4
- Delete: D18.5

## **PART E – SPECIFICATIONS**

- Add: E2.3 All tires shall be manufactured in North America.
- Add: E2.4 The City will use a tire until 4/32" tread depth.
- Add: E2.5 Tires shall be balanced within the maximum weight value of 14 ounces.
- Revise: E3 in its entirety to read:
- E3 TRANSIT BUS TIRES – ALL POSITION**
- E3.1 Item No. 1 – Transit Bus Tire shall be General Purpose, All Position Bus Tire, Designation 305/70R22.5.
- E3.2 Tires:
- (a) Shall be new original tread radial tubeless tires specifically designed for and typically used in, city transit type service.
  - (b) Tires shall meet an average mileage requirement of 190,000 kilometres.
  - (c) Tires are to be three peak snowflake symbol winter rated for urban transit use.
    - (i) Rated to one hundred kilometres per hour (100kp/h).
  - (d) Tires shall be load range: L
- E3.3 Technical Suitability:
- (a) Initial Tread Depth shall be a minimum of 22/32nds.

- (b) Specific Load Rating of 8047 lbs minimum for single tire and 7,385 lbs for dual tires, both at 130 PSI.
- (c) Tire shall be equipped with visual indicator of acceptable sidewall wear to visually determine the amount/level of sidewall remaining through normal use.
- (d) Tire bead seating shall be concentric and shall be equipped with visual indicator for confirmation.
- (e) Tire shall be equipped with RFID capability.

Revise: E4 in its entirety to read:

**E4 TRANSIT BUS TIRE GRIP**

E4.1 Item No. 3 – Transit Bus Tire Grip shall be Drive Tire, Designation 305/70R22.5.

E4.2 Tires:

- (a) Shall be new original tread radial tubeless tires specifically designed for and typically used in, city transit type service.
- (b) Tires shall meet an average mileage requirement of 190,000 kilometres in the centre axle.
- (c) Tires are to be three peak snowflake symbol winter rated for urban transit use.
  - (i) Rated to one hundred kilometres per hour (100kph).
- (d) Tires shall be load range: L
- (e) Shall be more tailored to ice and snow conditions/use.

E4.3 Technical Suitability:

- (a) Initial Tread Depth shall be a minimum of **24/32nds**.
- (b) Specific Load Rating of 8047 lbs minimum for single tire and 7,385 lbs for dual tires, both at 130 PSI.
- (c) Tire shall be equipped with visual indicator of acceptable sidewall wear to visually determine the amount/level of sidewall remaining through normal use.
- (d) Tire bead seating shall be concentric and shall be equipped with visual indicator for confirmation.
- (e) Tire shall be equipped with RFID capability.

Revise: E7 in its entirety to read:

**E7. TRANSIT BUS TIRE RETREAD**

E7.1 Item No. 2 – Transit Bus Tire Retread shall be Drive Tire, Designation 305/7022.5.

E7.2 Tires:

- (a) Shall apply new original tread to radial tubeless tires specifically designed for and typically used in, city transit type service.
- (b) Tires shall meet 80% of the original tires of an average of 190,000 kilometres.
- (c) Shall only be retreaded on City of Winnipeg's provided casings.

E7.3 Technical Suitability:

- (a) Initial Tread Depth shall be a minimum of **24/32nds**.

(b) All tire casings are to be retreaded with a 250 mm wide tread cap only.

E7.4 Manufacturing Process:

- (a) Initial Inspection(s): Every casing is inspected every time to detect subtle irregularities such as zippers.
- (b) Buffing: To minimize radial runout, clean sidewalls and ensure that contaminants are removed.
- (c) Casing Integrity Analysis: Performed on every tire to ensure there are no separation, blisters or deformities.
- (d) Shearography: The process shall be used when required, to allow inspection of the steel belts within the tire casing.
- (e) Repair: Thermal curing along with mechanical pressure is used to repair discovered defects.
- (f) Tread Building: Computer controlled application of tread material to the tire casing.
- (g) Double Enveloping: Pressure application by inner envelope to both sides of the repair to ensure uniform pressure and temperature application.
- (h) Curing: Ensures optimal uniformity and full integration of all repairs.
- (i) Final Inspection: Thorough inspection of crown, sidewall, bead and interior of tire.

Revise: E8.1 (b) to read: Michelin Transit Bus Tire Retread, Drive Tire, Designation 305/7022.5.