ADDENDUM #4

RFP #2018-02

Approved Equal and/or Clarification Requests

1. ORT will accept corrosion resistance periods of between 7 and 10 years, and mileages between 250,000 and 500,000 miles.

2. ORT will accept exterior width of 98.4 inches.

3. ORT will accept powder coated steel cage structures. ORT’s immediate need to have buses in a production phase is of utmost importance. Unnecessary delays in production due to the need to “schedule a Ferritic stainless chassis bus for Altoona testing” prohibits ORT from authorizing the Ferritic stainless chassis.

4. ORT will accept Group 31 AGM sealed batteries.

4a. ORT will accept the Maxwell ESM ultra 31/900 Super Capacitor for engine starting.

5. ORT will accept the APTA gradeability specifications.

6. ORT will accept the transmission retarder, please include this as an OPTION from the base price.

7. ORT will accept the fuel filler location of 5.5 feet behind the centerline of the front door, on the curbside of the bus.

8. ORT will not accept BRIST front axle assembly. Please propose another front axle assembly.

8a. ORT will not accept the proposed Graziano/Hande rear axle assemblies for 30’/35’ buses respectively. Please propose another rear axle.

9. ORT will accept the proposed approach, departure and break-over angles.

10. ORT will not accept different wheel/tire sizes on the same vehicle. All wheels shall be interchangeable.

11. ORT will accept the Vapor brand dual panel slide glide door proposed.

12. ORT will accept the ACC Spheros/Valeo RG400 Climate Control System.

13. ORT will accept a stop button system in lieu of a pull cable system.
Questions for RFP # 2018-02

Grande West is pleased to submit the following Questions:

1. Expected Life Clarification
2. Bus Width
3. Steel Frame Material
4. Batteries
5. Gradeability
6. Transmission Retarder
7. Fuel Filler Location
8. Axles
9. Ramp Angles
10. Wheels
11. A&M Systems Doors
12. Thermo-King HVAC
13. Push Stop Buttons

We would like to clarify that the proposed bus, design, components, and operational characteristics are a conventional low floor transit/shuttle bus design. The bus has a 12-year/500,000 mile service life.

We offer both 30’ and 35’ (and 27.5’, 33’) models with either diesel or CNG propulsion.

We are requesting approval and/or consideration for several design characteristics unique to the proposed Vicinity bus, and our design innovations. If approved, we can submit a full RFP where the complete specifications and our competitive bus price can be evaluated against other submitted bids.

Please refer to the following overview of the bus, and the following Questions.
Specifications
Heavy duty, low floor community shuttle bus
Available lengths: 27.5 Ft. 30 Ft. 35 Ft.
One or two doors

USA and Global Manufacturing for cost efficiency Local support for best in class

Built to meet the tough North American operating environment
Vicinity Monocoque Frame

Evolution

The Start
Design & Engineering
2008 – 2010
Entered Into Relationship In China

Manufacturing
2010-2012
CMVSS Certification
Pilot Bus Testing

Sales in Canada
2013 – 2015
Hired leading industry experts
Grew market share
Built brand name

Enter US Market
2015
FMVSS Certification
ALTOONA standardized bus test

The Future
Key Corporate Advantages

- Cost competitive manufacturing
- Production capacity
- Engineering capacity
- Excellent product performance
- Outstanding after sale support

BUS SHELL PLANT:

WEICHAI GROUP

A $17 Billion + Company
Manufacturing Capacity
over 30,000 buses / year
www.weichai-group.com

ASSEMBLY PLANT:

GRANDE WEST ATLANTA

Meets Buy America requirements

The Weichai Group has a successful history of assembling buses for major bus manufacturers around the world including Mercedes Benz in Germany for more than a decade.

Key Product Advantages

- Excellent value
- Superior quality components
- More standard features
- Best warranty in the industry
- 2 year base warranty included
- 12 year structural warranty included
- EMP or Modine electric cooling is standard
- Fire suppression system is standard
- Impressive fuel economy, average 6.0 MPG reported
- Galvanized steel structure, fiberglass body panels, removable lower skirts
- Well known North American supported components
Easy Fleet Conversion

**Shop**
- Seamless integration
- Cummins ISB Engine, Diesel or CNG
- Allison, ZF, Voith Transmission
- Knorr Disk brakes
- Minimal training required
- Hardly any new tooling required

**Operators**
- Extremely positive feedback
- Maneuverability
- Excellent visibility
- Very comfortable driver seat
- Possible reduction in WCB claims for neck and back injuries
- Front ramp minimizes driver intervention and downtime

**Customers**
- “Looks and feels like a big bus”
- Impressive motorized wheelchair accessibility
- Comfortable ride
- Quiet, spacious and air conditioned
- Sleek modern design
- Positive experience should increase ridership
Now is time to make the change!

Vicinity checks all the boxes!

For more information visit  www.vicinitybus.com
1. **TS 1.11, 1.13 Warranty Provisions | Expected Life**

RFP States:

1.13 Warranty Provisions (page 49) specifies 12 year / 500,000 miles structural and corrosion warranty.

TS 1.11 (page 57) specifies a minimum expected life of 7 years or 250,000 miles.

*Grande West:*
*We would like to clarify the proposed bus(es) have a minimum expected life of 12 years / 500,000 miles.*

*The 30’ model has passed Altoona testing in June 2016 with many “best in class” test successes.*

*The 35’ model is currently at Altoona, nearing completion of the 12 year / 500,000 mile testing.*

*Does Ozark Regional Transit desire to clarify the minimum expected life of the bus they require?*
2. TS 1.12 Basic Body

RFP States:
The bus exterior width must be at a minimum 100 inches and at the maximum 102 inches.

_Grande West:_
_We are respectfully requesting consideration for an exterior bus width of 98.4". This width is inherent in the proposed bus design._

_The interior width of 7'-6.5" and mobility aid maneuverability is good and meets ADA requirements, considering the exterior width is 1.6" less than 100"._

_The following DRAFT layout is intended to demonstrate the mobility aid maneuverability. Note that this sample has rear facing mobility aid positions. We will present RFP compliant seating layouts (forward facing Q'Pods) and all relevant dimensions with the RFP submission._
3. TS 1.12 Basic Body

RFP States:
The vehicle shall be constructed using only stainless steel or other approved inherently corrosion-resistant materials and fasteners of sufficient type and quality to minimize deterioration over the specified period. The structure shall not require corrosion-preventive coatings or after-treatments to be applied either during construction or throughout the service life of the vehicle.

Grande West:
We are proposing two frame options: our base bus is constructed using a galvanized steel structure, and we have an option for a ferritic stainless steel structure.
Both of these structures have a 12 year / 500,000 mile frame structure and corrosion warranty.

Both frames have a full factory applied undercoating. Our service manual specifies an annual powerwash and re-apply of any missing undercoat. Both frames have excellent corrosion properties, however ensuring undercoat integrity guarantees a corrosion free (and aesthetic looking) service life.

Galvanized steel, and ferritic stainless steel frame material is chosen for it’s excellent engineering properties for vehicle frames. In particular, ferritic stainless is ductile, weldable, and has good resistance to stress-corrosion cracking, and less costly than other grades of stainless. Ferritic stainless can produce surface oxidation if not undercoated. However, this surface oxidation bonds tightly to the steel and will not “flake off” like mild steel.
We will schedule a Ferritic stainless chassis bus for Altoona testing if that is required.

We are respectfully requesting consideration for our frame structure(s). Please advise.
4. **TS 1.37 Electrical**

RFP States:
Two – 8D batteries, or approved equal shall be provided. Each battery shall have a minimum of 1150 cold cranking amps at 0° F.

A KBI EC501.2 KA Power Module super capacitor rated at 24Kw and 300 F or equal unit shall be installed in parallel with the batteries as an aid to engine start.

Batteries shall be securely mounted on a stainless steel or equivalent tray that can accommodate the size and weight of the batteries. The battery tray shall pull out easily and properly support the batteries while they are being serviced.

**Grande West:**
We are proposing our standard battery system:

Two (2) group 31 AGM sealed batteries in lieu of two 8D batteries. We recommend either East Penn Power-Tec 800 CCA or Optima 900 CCA batteries as the bus “house” load batteries.

We can supply the KBI Power Module, or our recommended Maxwell ESM Ultra 31/900 Super Capacitor for engine starting.

The two group 31 batteries are sufficient for the bus electric loads such as LED bus lighting, electronic equipment, farebox, and other normal bus electrical loads. And the Maxwell Ultra 31/900 is sufficient for the smaller ISB engine starting. We have numerous group 31 Optima / Maxwell installations in service at cold climate locations with reliable service.

**30' Bus:**
The group 31 batteries are located in the engine bay between the bumper and the engine on a galvanized steel tray and covered with a metal heat shield which is held in place with four (4) nuts. The batteries are accessed through the rear engine bay door and can easily be reached or removed directly behind the bumper. The supercapacitor is also mounted directly behind the bumper for easy access.

**35' Bus:**
The group 31 batteries are located in the engine bay and accessed through the curb side engine door on a galvanized steel tray and covered with a metal heat shield which is held in place with four (4) nuts. A roll out tray could be discussed.

We are respectfully requesting consideration for this variance in the bus battery design, and we are open to discussing any refinements and details in the design.
5. **TS 1.13 Engine**

RFP States:
The propulsion system and drive train shall enable the bus to achieve and maintain a speed of 55 mph on a 2-1/2 percent ascending grade and 30 mph on a 16 percent ascending grade.

**Grande West:**
*We are requesting consideration for our powertrain specification:*
*Engine: Cummins ISB 6.7 250 HP.*
*Transmission: Allison B300R*
*We cannot meet the RFP specification for gradeability.*

*Our powertrain exceeds the APTA Standard Bus Procurement Guidelines (White Book)*
*Default spec below:

<table>
<thead>
<tr>
<th><strong>APTA DEFAULT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The propulsion system shall enable the bus to achieve and maintain a speed of 40 mph on a 2½ percent ascending grade and 15 mph on a 10 percent ascending grade continuous.</td>
</tr>
</tbody>
</table>

*We respectfully request approval to meet or exceed the APTA gradeability specifications in lieu of the RFP requirements. We believe the APTA specifications are reasonable for a low floor conventional bus design.*
6. TS 1.13 Engine

RFP States:
An exhaust brake in lieu of a transmission retarder shall be provided.

**Grande West:**
*We respectfully request approval for a conventional bus hydraulic transmission retarder.*

*The Allison B300R / Cummins ISB combination with built-in hydraulic transmission retarder is specifically designed to work seamlessly in a low floor conventional bus.*

*The application of the retarder (brake applied, or applied on throttle release) and retarder strength can be easily customized to ORT needs.*

*The standard B300R retarder is maintenance free and quiet. A transmission oil cooler sized for the application is standard.*
7. TS 1.13  Engine

RFP States:
The fuel filler shall be located 7 to 25 feet behind the centerline of the front door on the curbside of the bus.

Grande West:
We respectfully request approval for a filler location 5.5 feet behind the centerline of the front door on the curbside of the bus. This is inherent in the bus design, based on the fuel tank location.
8. **TS 1.15 Axles**

RFP States:
The front axle shall be a Meritor or equal solid beam, non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with oil lubricated front wheel bearings and seals.

The bus shall be driven by a single heavy-duty Meritor or equal axle at the rear with a load rating sufficient for the bus loaded to GVWR.

**Grande West:**
*We respectfully request consideration for our proposed bus axles that are inherent in the bus design.*

The proposed bus uses a Brist front axle and is an upper/lower control arm design with T-Joint pins. It uses an air ride suspension for superior ride, excellent handling, and kneeling function. The front wheel bearings are a long life, maintenance free, sealed greased unit bearing. This axle design has proved to be very low maintenance in service.

Front Axle layout:
The proposed 30' bus uses a Graziano rear axle and air ride suspension for superior ride and handling.

30' Rear Axle layout:

The proposed 35' bus uses a heavy-duty Hande single reduction rear axle and air ride suspension for superior ride and handling.

35' Rear Axle image:
9. TS 1.16 Suspension System

RFP States:
The bus approach, departure and front break over angle shall be a minimum 9 degrees.

**Grande West:**
*We respectfully request consideration for slightly reduced angles as shown below.*

*The air bag suspension in both 30' and 35' buses can be easily raised 2" by activating a standard dash switch. It is recommended to use the raised mode temporarily at slow speeds if necessary for improved ramp clearance.*

<table>
<thead>
<tr>
<th>Angle</th>
<th>Proposed 30' Bus</th>
<th>Proposed 35' Bus</th>
<th>35' Bus Raised</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach</td>
<td>8.8 degrees</td>
<td>8.0 degrees</td>
<td>9.3 – meets spec</td>
</tr>
<tr>
<td>Breakover</td>
<td>11.9 degrees</td>
<td>10.8 degrees</td>
<td>11.8 – meets spec</td>
</tr>
<tr>
<td>Departure</td>
<td>10.7 degrees</td>
<td>8.1 degrees</td>
<td>9.1 – meets spec</td>
</tr>
</tbody>
</table>

Level II (air bag raise) switch shown below on side dash.
10. TS 1.17 Wheels and Tires

RFP States:
All wheels shall be interchangeable ...

Grande West:
We respectfully approval for our proposed bus tire and wheel sizes. Front and rear wheels are not interchangeable on the 30' bus.

Single rear wheels have excess load rating for the axle, allow a smaller wheel well for less intrusion into passenger space, and less weight, cost, and rolling resistance than a dual wheel assembly.

Photo of standard size front (left) and rear (right) tires.

The following tires come standard on every new 30' Vicinity bus:

<table>
<thead>
<tr>
<th>Make: As Required</th>
<th>Size</th>
<th>Capacity (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front tires:</td>
<td>275/70 R22.5</td>
<td>2800 Single / 2575 Dual</td>
</tr>
<tr>
<td>Rear tires:</td>
<td>385/55 R22.5</td>
<td>4500</td>
</tr>
</tbody>
</table>

30' Wheel Specifications:

<table>
<thead>
<tr>
<th>Wheel</th>
<th>Size</th>
<th>Capacity (kg)</th>
<th>Bolt Circle (mm)</th>
<th>Bore (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Wheels:</td>
<td>8.25x22.5</td>
<td>3400</td>
<td>335</td>
<td>281</td>
</tr>
<tr>
<td>Rear Wheels:</td>
<td>11.75x22.5</td>
<td>4500</td>
<td>335</td>
<td>281</td>
</tr>
</tbody>
</table>

The 35' Vicinity has 275/70R22.5 size tires front and rear and are interchangeable.
11. TS 1.23  Doors

RFP States:
The doors shall be A&M Systems door or equal.

Grande West:
We respectfully request approval for Vapor brand dual panel inward slide glide, electrically or pneumatically operated transit door. The proposed door is a heavy-duty transit bus style, common on many heavy duty conventional buses. The entrance door clear opening is 74” high x 33” wide. The rear door clear opening is 74” high x 34” wide.

Photo – inward glide dual panel doors.
12. TS 1.30 HVAC

RFP States:
The HVAC unit(s) for the main passenger area shall be the Thermo-King SLR series or equal ...

Grande West:
We respectfully request consideration for our standard HVAC system. The proposed bus is equipped with a Valeo (ACC Spheros) RG400 climate control system. The roof top unit has both an air conditioning unit and a heating unit rated at A/C 133,073 Btu/hr and heater 136,486 Btu/hr. An engine belt driven Bitzer reciprocating compressor is used.

The HVAC air flow is ducted and distributed through the ceiling system which is integrated with the ad panels.

The RG400 system has a much higher heating and cooling capacity than the T-K SLR and is more suited to the proposed bus conventional bus design.

In addition, driver heater/defroster, and floor radiant heater are standard.

We have not installed a Thermo-King SLR series at this time, however we would be willing to discuss the possibility after reviewing specs and engineering details compared to the RG400 with ORT.

HVAC duct and ad panel shown above windows.
MADE FOR EVERY STANDARD DIMENSION

REVO® GLOBAL

COOLED BY

THE BENCHMARK
FOR AIR CONDITIONING

BEST-BUS-CLIMATE.COM
QUALITY WITH LESS

With our REVO® air conditioning unit so well established in diverse markets and fitting on a wide range of buses, we felt that we would not even try to improve it. Instead we developed an innovative unit from scratch.

No compromises

We focused our knowledge and experience gained from global markets on a completely new product – one that fits on just about any bus.

Reduced costs

A combination of intelligent design production process and plants on four continents have made it possible to produce a new “global” product family that satisfies German quality standards and still conforms to the needs of markets worldwide. This also ensured a significant reduction in manufacturing and operating costs, which is evident in lower refrigerant requirements and reduced maintenance costs.

Reduced weight

If we refer to costs, we must also talk about weight and how we opted for aluminium throughout our new product series – in every performance class. The positive experience gained with aluminium, such as considerably reduced service and LCC costs and decreased operating weight, substantiated the decision to build our unit with this material.
**SIZE DOES MATTER**

A family usually consists of short and long, thick and thin, strong and fast members, but they all have common roots. The common characteristics of our global family are undisputedly strong, regardless of the climatic region, bus type or performance class in which they are used.

**For roof radii from 5,000 to 20,000 mm**

We call it the "REVO® Global Housing Concept", an idea that opens up completely new opportunities to our customers and us. It enables us to offer products in all performance classes for all roof radii at competitive prices. That is not only theoretical, but a practical and major step in the implementation of the "global" family concept.

**Why global means local**

The concept is "global", but the idea behind means "local", particularly with regard to the implementation, parts, maintenance and service. The components all originate from the global Valeo product family.

**We regulate as well**

The efficient management of component hardware is backed up by the intelligence of the software and thus the control and inline cross-linking of all information signals, ensuring that the customer’s investment makes optimum use of our experience and knowledge.
HIGHLIGHTS

Easy Installation
- Easy installation on the bus roof from the inside or top
- Fast gluing due to integrated seal below the unit

Low Life-Cycle Costs
- Lightweight construction due to aluminium and SMC technology allows lower fuel consumption
- Refrigerant charge 3 kg less than forerunners due to multilow condenser

Comfort
- Available from 22 kW to 47 kW for moderate climate zones and hot countries
- Modular system for a wide range of applications (Short, medium and long version)
- For roof radi from 5,000 to 20,000 mm

TECHNICAL DATA

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<th>REVO® Global</th>
<th>200</th>
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<th>350</th>
<th>400 / 400S</th>
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<tbody>
<tr>
<td>Cooling capacity (KW) max</td>
<td>22</td>
<td>25</td>
<td>33</td>
<td>39 / 41</td>
<td>45</td>
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<td>Heating capacity (KW)</td>
<td>30&quot;</td>
<td>30&quot;</td>
<td>35&quot;</td>
<td>40&quot;</td>
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<tr>
<td>Air flow (m³/h)</td>
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<td>4,600</td>
<td>6,900</td>
<td>6,900 / 9,200</td>
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<tr>
<td>Current consumption (A) at full performance</td>
<td>65</td>
<td>63</td>
<td>77</td>
<td>95 / 112</td>
<td>120</td>
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<td>3</td>
<td>3</td>
<td>4</td>
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<td>6</td>
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<tr>
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<td>4</td>
<td>6</td>
<td>6 / 8</td>
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<td>8</td>
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<tr>
<td>Max. operating temp. (°C)</td>
<td>50 °C (TK135)</td>
<td>56 °C (TK135)</td>
<td>52 °C (TK140 / 465)</td>
<td>54 °C (TK140 / 465)</td>
<td>58 °C (TK140 / 465)</td>
<td>57 °C (TK150 / 775)</td>
</tr>
<tr>
<td>Measurement L x W x H (mm)</td>
<td>2,100 x 1,900 x 215</td>
<td>2,100 x 1,900 x 215</td>
<td>2,500 x 1,900 x 215</td>
<td>3,000 x 1,900 x 215</td>
<td>3,000 x 1,900 x 240</td>
<td>3,000 x 1,900 x 240</td>
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<tr>
<td>Weight (kg)</td>
<td>90</td>
<td>100</td>
<td>125</td>
<td>160</td>
<td>175</td>
<td>180</td>
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<tr>
<td>Refrigerant</td>
<td>R 134 a</td>
<td>R 134 a</td>
<td>R 134 a</td>
<td>R 134 a</td>
<td>R 134 a</td>
<td>R 134 a</td>
</tr>
</tbody>
</table>

* optional  "on demand  # depending on supplier of axial blower

Valeo Thermal Commercial Vehicles Germany GmbH
PO Box 1371 - D-82198 Gilching - Tel. +49 (0)8105 7721-0 - Fax +49 (0)8105 7721-119
www.valeo-thermalbus.com - Info-ValeoBus@valeo.com
13. TS 1.31  Bus Interior

RFP States:
The pull cable shall be located the full length of the bus on the sidewalls at the level where the transom is located. If no transom window is required, height of pull cable shall approximate this transom level and shall be no greater than 63 inches as measured from floor surface. It shall be easily accessible to all passengers, seated or standing.

**Grande West:**
*We respectfully request consideration for a complete stop request button system. A minimum of 15 stop buttons, plus push pads for mobility aid positions are included. These push buttons are very convenient to all passengers, low maintenance, aesthetically pleasing, and can be installed in additional locations.*

*Sample photos of stop request buttons*

*We can discuss pull cables if necessary.*
Signalvorrichtung

für Rohrdurchmesser 34–35 mm (für Ø 30 mm siehe Zubehör)
Oberfläche: glatt
Abdeckung: PA
Kontakgeber: PA

40 g/St. VE 10 St.
Sonderausführungen auf Anfrage.

---

Bell push

for 34–35 mm dia handrails (for 30 mm dia see accessories)
Surface: smooth
Cover: PA
Push Button: PA

40 g/each S.U. 10
Customised versions available on request.

<table>
<thead>
<tr>
<th>Artikel-Nr. part no.</th>
<th>Gehäuse / housing</th>
<th>Kontaktgeber / push button</th>
<th>Aufdruck / print</th>
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</thead>
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<td>RAL (ähnlich)</td>
<td>Farbe</td>
<td>RAL (ähnlich)</td>
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<td>rot/red</td>
<td>3000</td>
</tr>
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<td>gelb/yellow</td>
<td>1018</td>
<td>rot/red</td>
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