

# REQUEST FOR PROPOSAL (RFP) Amendment

## Light Duty Transit Vehicles

**Project Number:** FTA071318SH

**RFP Amendment #:** One (1)

**Issued:** Thursday, July 19, 2018

**Issued by:**

Franklin Transit Authority  
708 Columbia Avenue  
Franklin, TN 37064

**Point of Contact:**

Sharmila Patel  
Grants and Procurement Manager  
Franklin Transit Authority – The TMA Group  
708 Columbia Avenue  
Franklin, TN 37064  
Email: [spatel@tmagroup.org](mailto:spatel@tmagroup.org)

**Response Due Date:** Monday, July 30, 2018 5:00 PM CST

**Instructions:**

1. Amend your copy of the RFP in accordance with the details below.
2. Retain amendment copy for your file.
3. Acknowledge receipt of the amendment by email to the Point of Contact.

This amendment forms part of the RFP documents and modifies them as follows. It is understood that all other sections as detailed in our original RFP remain as stated.

**Details of Amendment:**

We will amend the requirement 60. E to read, "An online parts store is acceptable."

**Remove:**

60. Required Manuals & Catalogues upon Delivery  yes  no
- a. Parts manual
  - b. Wiring schematic diagram
  - c. Operator's manual
  - d. Any other manuals such as wheelchair tie-downs, air conditioning, body, seats, etc. that are not included in the main parts and service manuals shall be required.
  - e. Manuals listed in this section may be provided via paper, CD, or zip drive. An online parts store is not an acceptable equal.
  - f. A Helms chassis CD is not required.

**Insert:**

60. Required Manuals & Catalogues upon Delivery  yes  no
- a. Parts manual
  - b. Wiring schematic diagram
  - c. Operator's manual
  - d. Any other manuals such as wheelchair tie-downs, air conditioning, body, seats, etc. that are not included in the main parts and service manuals shall be required.
  - e. Manuals listed in this section may be provided via paper, CD, or zip drive. An online parts store is acceptable.
  - f. A Helms chassis CD is not required.

All other terms and conditions of said original agreement identified hereinabove that are not expressly amended, modified, and/or revised by this RFP Amendment shall remain unchanged and in full force and effect.

# Franklin Transit Authority

The TMA Group  
Request for Proposal

## Light Duty Transit Vehicles

**12+2 WC**

Stanton Higgs  
Business Director and  
Operations Director  
[shiggs@tmagroup.org](mailto:shiggs@tmagroup.org)

The TMA Group  
708 Columbia Avenue  
Franklin, TN 37064

615-628-0268 (office)  
[www.franklintransit.org](http://www.franklintransit.org)

**Project Detail**

Recipient Address: 708 Columbia Avenue

Project Number: FTA071318SH

Program Date: 07/13/2018

Fiscal Year: 2018-2019

**Project Grantee Information**

Grantee/Sub-Grantee Name: Franklin Transit Authority

Project Contact: Stanton Higgs

Fax: 615-628-3219

Email: [shiggs@tmagroup.org](mailto:shiggs@tmagroup.org)

**Milestones**

Response Due Date: Monday, July 30, 2018 5:00 PM CST

Award Announcement: Monday, August 6, 2018

**Submission Instructions**

All responses should be sent to the Point of Contact by the due date:

Attn: Sharmila Patel

Grants and Procurement Manager

**Franklin Transit Authority – The TMA Group**

708 Columbia Avenue

Franklin, TN 37064

Email: [spatel@tmagroup.org](mailto:spatel@tmagroup.org)

Sealed bids should be provided in both electronic and hardcopy formats by no later than 5:00 PM CST Monday, July 30, 2018. Please place two (2) copies of your RFP in a sealed envelope and clearly label in the lower left corner "Proposal for Light Duty Transit Vehicle."

Late proposals will not be accepted.

## **Project Information**

The Franklin Transit Authority, Franklin, TN, 37064 is requesting proposals on the purchase of two (2) light-duty transit vehicles. These vehicles are to be equipped with wheel chair lifts and be fully ADA compliant.

These vehicles are being purchased through Federal Transit Administration 5307 funds (CFDA #20507), and the bidder must comply with all Federal and State clauses and certifications, including Transit Vehicle Manufacturer registration, Altoona Certified, Buy America Certification, and all other Certifications as outlined in this document and as required by the Federal Transit Administration and the Franklin Transit Authority. As part of the qualifying process, it will be necessary to provide Franklin Transit the proper certifications signed and notarized where required to be eligible for the award of the contract.

Respondents are asked to provide a price quote for the 2018/2019 (July 1 to June 30) fiscal year and also a price for the 2019/2020 (July 1 to June 30) fiscal year. If your company is interested, please submit the information requested in this Request for Proposal (RFP) to the TMA Group office by 5:00PM (CST) on Monday, July 30, 2018. All information necessary for the submittal is contained in this RFP.

## **Contractor Qualifications**

1. "Responsibility" Requirements. In addition to the Common Grant Rules that require contract awards be made only to responsible contractors, Federal transit law at 49 U.S.C. Section 5325(j) limits third party contractor awards to those contractors capable of successfully performing under the terms and conditions of the proposed contract.
2. DOT Debarment and Suspension Regulations. Department of Transportation (DOT) regulations, "Nonprocurement Suspension and Debarment," 2 CFR Part 1200 apply to each third party contract at any tier of \$25,000 or more, to each third party contract at any tier for a federally required audit (irrespective of the contract amount), and to each third party contract at any tier that must be approved by an FTA official irrespective of the contract amount.
3. General Services Administration (GSA) Excluded Parties List System. The Franklin Transit Authority and the TMA Group shall check the Excluded Parties List System (EPLS). The EPLS is an electronic, web-based system that identifies those parties excluded from receiving Federal contracts, certain subcontracts, and certain types of Federal financial and non-financial assistance and benefits.

## **Process**

Proposals will be analyzed for conformance with the instructions and requirements of the RFP. Proposals that do not comply with these instructions and do not include the required information may be rejected as insufficient or not be considered for the competitive range. The Franklin Transit Authority and the TMA Group reserve the right to request an Offeror to provide any missing information and to make corrections.

The Franklin Transit Authority and the TMA Group will choose the award based on the proposal that is determined to be the "best value" to the agency.

### **Cost of Proposal Development**

This RFP does not commit the Franklin Transit Authority/The TMA Group to enter into a contract, to pay any costs incurred in the preparation or presentation of a proposal, or to procure or contract for the equipment.

1. The Franklin Transit Authority and the TMA Group reserves, at its sole discretion, the right to reject any and all proposals solicited by this RFP and to waive informalities and minor irregularities in any proposals received.
2. The Franklin Transit Authority and The TMA Group also reserves, at its sole discretion, the right to negotiate with all qualified Proposers, or to cancel this RFP in whole or in part.
3. The Franklin Transit Authority and the TMA Group may require selected Proposers to participate in negotiations and to submit additional cost or technical data or other revisions of its proposals as may result from such negotiations.

### **Agency Rights**

The Franklin Transit Authority and the TMA Group reserves the right, at its sole discretion, to cancel the RFP. Further, the Franklin Transit Authority/The TMA Group reserves the right to purchase vehicles from other procurement mechanisms that creates the best value for the agency, via joint procurements, acquisitions through assigned contracts, and state cooperative purchasing contracts.

## Specifications

### FTA 12 Ambulatory 2 Wheelchair Bus

#### Must be Altoona Certified

**Note:** All specifications shall be considered **MINIMUM**. Please return this specification sheet, indicating "yes" or "no." If a specification cannot be met precisely, you are welcome to comment if there's an alternative.

Section 1 – Chassis Capacity, Dimensions, & Related Information  yes  no

#### 2. Capacity & Dimensions

- a. Capacity: 1 driver, 12 ambulatory passengers, plus 2 wheelchair passengers
- b. Length overall: 278" minimum
- c. Interior width: 80" to 95"
- d. Interior height: 75" minimum
- e. Top of first step height from ground: 12" maximum
- f. GVWR: 12,500 lbs
- g. Rear axle width: 92.2" minimum
- h. Wheelbase: 158" minimum
- i. All items advertised by manufacturer and modifier as standard shall be included.

#### 3. Engine & Associated Items yes no

- a. **The Franklin Transit prefers the 6.8 liter V-10. In addition, please provide an optional price on a V8 engine with the highest horsepower and torque rating.**
- b. Engine compartment: Shall be insulated from the passenger compartment to minimize noise level and heat.
- c. Additional items: Engine shall be furnished with a large capacity full flow oil filter and engine oil cooler.

#### 4. Cooling System yes no

- a. Radiator: Heavy duty shall be highest capacity available from Mfg.
- b. Coolant system shall be designed to prevent engine overheating during prolonged idling at high ambient temperatures.
- c. Coolant Recovery System: Required to return expelled coolant to the system.
- d. Coolant system shall be equipped with a hot engine warning indicator in addition to the water temperature gauge.
- e. All water hoses shall be protected from excessive heat from the engine and/or transmission.
- f. Protection: Vehicle shall have permanent ethylene glycol antifreeze providing protection for ambient temperatures from -20 F to +100 F while vehicles are used for prolonged transit purposes.

5. Electrical System

yes  no

- a. System Voltage: 12V
- b. Alternator: 225 AMPS minimum with a 14 volt regulator and all other components shall be selected and integrated to function in an environment characterized by low engine (alternator) speeds and high amperage demands.
- c. Horn: Dual note or OEM standard, heavy duty, 12V, protected from the wheel wash.
- d. Batteries: Dual, 1275 CCA total, lead acid premium construction, maintenance free.
- e. If not wired to OEM standard, all accessories and electrical equipment with the exception of head lights, tail lights, parking lights, emergency flashers, and interior lights shall be wired thru the vehicle ignition switch so to be operative only with switch in the "on" or "accessory" position. Otherwise, OEM standard will be accepted.
- f. Chassis manufacturer's vehicle wiring shall remain unchanged to the greatest extent practicable consistent with requirement of these specifications.
- g. A separate fuse panel for all add-on components located in an accessible area within the vehicle shall be provided.
- h. Wiring and terminals shall meet or exceed current Federal and vehicle requirements and shall be amply sized for both mechanical strength as well as to carry required currents without significant voltage drops.
- i. Wiring shall be continuously enclosed in non-metallic loom meeting current SAE standard J5662A and be adequately supported for protection from heat, moisture, solvents, corrosion, road debris, abrasion and tension.
- j. Wiring shall be of sufficient length to permit positioning as well as replacement of terminals twice without excessive tension.
- k. Protective grommets shall be provided at points where wiring penetrates metal or other materials.
- l. Power wire to lift must be securely clamped and protected.
- m. OEM wiring enclosed in Packard conduit or equal is acceptable.
- n. OEM and all other wiring not protected must meet above specifications.
- o. Any wiring including OEM that is routed over exposed, jagged metal shall be enclosed in non-metallic loom as described above.
- p. All wiring, including chassis manufacturer's located in the roof shall be enclosed in non-metallic loom as described above.
- q. Grounding of components shall be thru polarized, shielded terminals wired to main structural ground points.
- r. Grounding thru hinged doors or covers of any type is not acceptable.
- s. Ground points shall be bolted to main structure free of paint.
- t. Oil or rust, and coated with silicone grease after fastening.
- u. Electrical components which may require servicing or replacement shall be readily accessible thru access panels or covers.
- v. Installation of after-market electrical components and system in the engine compartment shall be eliminated to the greatest extent possible.
- w. An in-line circuit breaker, with manual reset, of an adequate capacity for the power circuit to the wheelchair lift shall be provided in a readily accessible location. Automatic circuit breakers are also acceptable.
- x. Complete wiring diagrams shall be provided with each vehicle.
- y. All wires to be function and color coded as indicated in wiring diagram for



ease of service.

6. Fuel System  yes  no
- a. Fuel Tank Capacity: 55 gallons minimum
  - b. System Design: Design shall not permit fumes from entering passenger compartment.
  - c. Fuel system shall meet all applicable federal safety standards.
  - d. A fuel filter with replaceable elements is required.
7. Steering  yes  no
- a. Steering: Heavy duty, power steering required
  - b. Tilt Wheel: Required, chassis mfg. supplied.
8. Transmission  yes  no
- a. Heavy duty, automatic, 6 speed with overdrive
  - b. Auxiliary Transmission Oil Cooler: OEM Chassis manufacturer's required
  - c. Back up Alarm: Required, shall be activated when transmission is in reverse.
9. Drive Train  yes  no
- a. Rear axle ratio shall be appropriate for the engine and transmission.
  - b. Rear axle ratio shall be such that a highway cruising speed of 65 can be accomplished at an engine speed providing a good economy, minimum wear and noise to the engine, and retain reasonable acceleration.
  - c. Each section of the drive shaft shall be equipped with a guard to prevent it from striking the ground of vehicle floor if it should break.
  - d. Guard shall be ¼" x 2" flat steel and shall be welded or bolted to the chassis steel sub frame.
10. Mud Flaps  yes  no
- a. Vehicle shall be equipped with front and rear mud flaps.
  - b. Mud flaps shall be fastened into a steel support that should be a part of the steel sub frame with mechanical fasteners.
11. Bumpers  yes  no
- a. Front bumper: Chassis OEM bumper
  - b. Rear bumper:
    - i. Bumper shall be constructed of 14-gauge 2" X 6" steel tube, wrap around channel, or 10-gauge formed bumper.
    - ii. Bumper shall be attached to chassis frame.
    - iii. Bumper color shall be black.
12. Brakes  yes  no
- a. Service brakes shall be power assisted, hydraulically operated, and self-adjusting.
  - b. Operation shall be free of noise and squeal.
  - c. Brakes shall be 4-wheel disc front and rear.
  - d. Brakes shall be largest and heaviest duty available from the chassis manufacturer for the GVWR specified.
  - e. Parking brake shall be the chassis manufacturer's standard mechanical

type, located at left of driver for activation of rear brakes.

13. Wheels  yes  no
- Dual Rear Wheels: Required
  - Wheels: Heaviest duty available, ventilated, pressed steel, 16" x 6", white, interchangeable, to meet GVWR.
  - Single front wheels, dual rear wheels, and spare are required.
  - All wheels shall be completely identical and interchangeable.
14. Tires  yes  no
- 7 Ea: LT225/75 R 16E BSW all season.
  - Tires shall be balanced.
  - All wheels shall have tires mounted on them and shall be inflated to the proper pressure.
15. Suspension  yes  no
- Heavy duty suspension required on front and rear.
16. Exhaust  yes  no
- Exhaust pipe must be mounted in such a manner that exhaust gasses and soot do not mar the exterior surface of the bus.
  - Exhaust fumes must not enter the passenger compartment.
  - Exhaust must exit the left side of bus behind the rear wheels.
  - Engine must meet or exceed all applicable federal and state exhaust emission requirements.
17. Required Instruments & Controls and Features  yes  no
- Ammeter or Voltmeter.
  - Speedometer and Odometer.
  - Oil pressure gauge.
  - Water temperature gauge.
  - Fuel gauge.
  - Sun visor that can be positioned at the windshield or to the left of the driver.
  - Headlight high-beam actuator and indicator.
  - Turn signal lever on column.
  - Emergency flasher control.
  - Clearance lights, controlled by headlight control switch.
  - Driver coat hook shall be provided in driver's area.
  - Audible back up alarm required.
  - Master exterior light switch and auxiliary switches for any clearance or marker light.
  - Switches and temperature controls for passenger compartment air conditioning and heater.
  - Separate switch and temperature controls for driver's compartment air conditioning, heater and defroster.
  - Windshield wipers;
    - Shall include low, high, and intermittent speed settings.
    - Must be able to clean each side of the windshield and meet FMVSS 102.

- iii. Wiper arms shall be a parking type.
- iv. Windshield wiper blades shall be the refillable type.
- v. Windshield washer system shall be included meeting FMVSS 102.
- vi. Washer system shall have dual nozzles capable of spraying cleaning solution on the right and left side of the windshield.
- vii. Washer fluid reservoir and nozzles must be easily accessible.
- q. Passenger compartment courtesy lights and step well lights.
- r. AM/FM push button stereo radio
- s. Chassis mfg. equipped cruise control
- t. All gauges shall be clearly visible to the driver from a seated position.
- u. All switches shall be within reach of the seated driver and allow him/her to continue safe operation of the vehicle while engaging or disengaging switches.
- v. All instruments shall be grouped on a single panel in full view of the driver with no instruments obstructed by controls, trim panels, or other appurtenances and arranged in a consistent and uniform manner.

18. Floor Deck  yes  no

- a. Floor construction shall be 3/4" fiberglass reinforced plywood or exterior grade plywood with sealed, heavy duty covering above.
- b. Floor shall be fastened with grade 5 floor bolts or Tek screws with a minimum of six bolts per cross member.
- c. Floor shall be installed on top of the steel sub frame and adhesive shall be applied between the plywood and all steel floor framing members.
- d. Finished floor shall be Altro Meta Dark Grey TMM22421, Tarabus Sirius Dune medium grey, or equal with a minimum thickness of 2.2 millimeters.
- e. Floor track/seat rails and wheel wells shall be sealed with an adhesive to prevent leaks.
- f. Provide a separate optional price for floor covering upgrade.**

19. Interior  yes  no

- a. Grab or guard rail shall be installed on both left and right sides of entrance door.
- b. Grab rails shall be 1-1/4" diameter and be constructed of stainless steel clad tubing.
- c. Vertical stanchions and grab handles shall be mounted to the left and right of aisle, behind the driver and beside the step well.
- d. All interior panels and seats shall be white or gray and shall harmonize with exterior vehicle color.
- e. All protruding hazardous surfaces shall be eliminated. All interior panels, materials and treatments, shall be flame retardant in conformance with FMVSS 302 and treated to be easily cleaned.
- f. Interior shall be scuff resistant.

20. Windows  yes  no

- a. Driver's window shall be AS-1 and tinted and be part of the OEM chassis.
- b. Windshield shall have a heavier tint above eye level.
- c. Modifier installed glass shall be:

- i. 1/8" tempered safety smoked glass.
    - ii. Tinted to reduce light transmittance by approximately 31% with a rating of AS-3.
  - d. Window size is to be 36" high x 24" wide minimum.
  - e. Drain holes shall be incorporated in the window sash frame to allow interior condensation to drain to the exterior.
  - f. Body and sash construction shall be such that the sash drain will prevent entrance of backup of water into the coach.
  - g. Two emergency side exit windows shall be provided, one on each side.
  - h. Decals shall be fastened to inside of vehicle and emergency windows with instructions as to their use.
  - i. Curbside transition window:
    - i. Shall be located in front of the entry door.
    - ii. Window size shall be approximately: 35.5" high X 10.5" at widest point and 10.5" at the bottom.
    - iii. Top 1/3 of window shall be angled to fit contour of the cab.
    - iv. Total square inches of viewing area shall be approximately 300.
    - v. Window glass shall be tempered safety glass with a rating of AS-3 and approximately 31% tint.
  - j. Passenger Side Windows– Non-Egress:
    - i. Window shall be a single or double "T-Slider" ventilation type which is designed for the top 7" to open by sliding either the front or rear 6" section toward the center.
    - ii. Window shall be maintained in the closed position by mechanical latches.
    - iii. Total viewing area of windows shall be approximately 864 sq. inches.
  - k. Passenger Side Windows – Egress:
    - i. There shall be 2 push-out windows, 1 on each side.
    - ii. Push-out windows shall be identical to the Non-Egress in construction, but shall be designed to be opened in an emergency situation by releasing 2 clearly marked red release latches located on each side of the window.
    - iii. Operating instructions shall be located at and on each egress window.
  - l. Rear Egress Door: Shall be a rear emergency egress door with upper window.
  - m. All windows must meet FMVSS 205 & 217.

21. Window Seals  yes  no

- a. Windows shall be sealed between the body and window frame with 1/2" ribbed rectangle closed cell rubber seal, or using mfg's standard method and material.

22. Doors  yes  no

- a. Driver's Door: Driver's door shall be chassis mfg's standard with keyed lock and manual window.
- b. Passenger Entry Door: Entry door shall be transit grade, electrically operated A & M double-out type door with step well or equal. Note: Coach & Equipment MFG CORP design and built door will be accepted as

approved equal, provided all applicable technical specifications and dimensions are met.

- c. Door opening to be 32" wide x 77" high minimum. Tread depth shall be 11" maximum.
- d. Riser height shall be 9.5" maximum.
- e. First step to ground shall be 12" maximum.
- f. An electric door control next to the driver's seat, within arm's reach for a 5'2" person is required.
- g. Entry Door Step Well Frame shall consist of a modular designed, 14-gauge galvaneal or cold-rolled steel formed to create a perimeter frame, step well, and the finished opening for the double-out entry doors.
- h. Step well shall be a 3-step entry.
- i. Step well shall be adequately reinforced to prevent noticeable deflection when loaded over the center half with a 300 lb. static load.
- j. Individual risers shall be the same height.
- k. Step well shall be completely enclosed and weather tight when passenger door is in the closed position.
- l. All aisles, steps, floor areas where people walk and floors in securement area shall have slip-resistant surfaces.
- m. All step edges, thresholds and the loading edge of lift platforms shall have a band of color(s) running the full width of the step on edge which contrasts from the step tread, riser or lift surface, either light-on-dark or dark-on-light.
- n. All doors shall be properly sealed to prevent entry of air drafts and water into vehicle interior, including spray from commercial vehicle wash equipment and driven rain.
- o. Locks for all doors shall be supplied with duplicate keys.
- p. When the entrance door is closed, the lower step shall not protrude more than 1.5" beyond the door line.
- q. Frame shall be powder coated black, galvanized steel and spray painted, or treated with a corrosion inhibitor.
- r. Outer skin of the door shall be 1/8" or 3/16" tempered safety glass rated AS-1.
- s. A butyl tape seal shall be placed between the glass and the steel frame to create a weather tight seal.
- t. The outer edge shall be trimmed with aluminum "L" molding which shall be mechanically fastened.
- u. Door assembly shall be installed in the entry door frame by the following method:
  - i. There shall be 2 steel pins per leaf, one located at the top (3/4") and one at the bottom (1/2") which create the pivot points that allow the doors to open.
  - ii. The bottom pin shall be inserted into a bushing.
  - iii. The step well frame shall have a grease fitting if available so this pin can be lubricated. The top pin shall be fitted into a sealed, self-aligning roller bearing that is located in the door header.
  - iv. A self-aligning control rod with a safety spring shall control the opening and closing.

23. Exterior Mirrors  yes  no
- a. 2 each.
  - b. Mirror Type: Rosco Euro, Lucerix or equal.
  - c. Driver's side mounting bracket shall be wing mount type.
  - d. Co-pilot side mounting bracket shall be fender mount, fender mount quad design or front quarter panel mounted.
  - e. Mirrors and mounting brackets shall have a black finish with a 2-in-1 mirror head.
  - f. Upper flat glass shall measure 6  $\frac{3}{4}$ " wide x 9  $\frac{3}{4}$ " high.
  - g. Lower convex mirror shall measure 6" wide x 3  $\frac{1}{2}$ " high.
  - h. Mirror configuration may also be upper flat glass mirror with separate lower convex mirror.
  - i. **Provide optional price for driver-controlled electric adjusting mirrors.**
24. Fuel Fill  yes  no
- a. A fiberglass, ABS plastic, or OEM mfg's standard fuel fill shall be recessed into the body on the driver's side so the chassis fuel fill pipe and fuel cap does not protrude beyond the body sides.
25. Heat Shield  yes  no
- a. A heat shield shall be installed over the exhaust pipe and muffler. Shield shall be constructed from .040 aluminum or galvanized steel and fastened to the bottom of the sub frame cross members with mechanical fasteners.
26. Undercoating  yes  no
- a. The entire underside of the bus shall be undercoated with 2-Tech ZPG20060B, 2500, or equal except the areas directly above the chassis exhaust pipe, muffler, and tailpipe.
  - b. Undercoating shall be 12" from exhaust pipe and 2" from fuel tank.
  - c. Undercoating shall meet all mil specs C-62218A.
  - d. Undercoating of Tectyle 127CG will also be acceptable.
  - e. Undercoating of Pure Asphalt will also be acceptable, provided the product and undercoating process meet Ford QVM standards.
27. Skirts, Fender Flares, Transition Panel, Anti Ride, & Exterior Finish  yes  no
- a. Side skirts shall be .020 pre-painted galvanized steel, aluminum, or composite formed with a 90-degree break on the lower edge providing a mounting point for the skirt brackets.
  - b. Fender flares and transition panel shall be fiberglass components and shall be constructed with a gel-coated surface of 15 mil thickness. A layer of resin and fiberglass shall be skin coated at a thickness of 110 mils. The fiberglass content of this layer will be 31%. A TPO thermoplastic molded fender flare, ABS fender flare, or rubber fender flare of the same thickness may be used in lieu of fiberglass fender flare. **NOTE:** Fender flares are not required if rear wheels do not extend outside the width of the exterior sidewall and fender well.
  - c. **Exterior finish shall be red and green; color scheme to be provided.**

d. Anti ride shall be fabricated from 14-gauge steel, powder coated black, and mechanically fastened to the rear bumper. (Or Anti-Ride must be accomplished by combination of bumper and body design.)

28. Cab Liner  yes  no

a. Mfg's standard. Must match the remainder of interior with respect to framework, colors, and materials used.

29. Headliner  yes  no

a. Headliner shall be made of 3.6 mm underlayment with a vinyl face laminated to the substrate or plastic reinforced fiberglass. It shall be inserted into an extruded track system secured to the underside of the ceiling and mechanically fastened or by using a vacuum process and automotive grade adhesives.

b. Headliner may be metal in lieu of plywood or plastic reinforced fiberglass.

c. A formed aluminum or mfg's standard transition panel that is covered with vinyl or headliner material captured in dual "J" rail and providing easy access to hoses and wiring in the unit cavity between the sidewall and ceiling will be used or; 3/8" plywood wrapped in vinyl will be used at the roof to sidewall intersection point to provide access to A/C hoses as well as wiring within the roof envelope.

d. Panel shall be securely fastened into place with mechanical fasteners.

30. Hose Drain  yes  no

a. Rear A/C drain hoses shall be routed between the rear wall and the rear cap facia or surface mounted and covered with a decorative panel.

31. Body Seam Trim  yes  no

a. After all the above components are installed, an aluminum trim, secured by mechanical fasteners, and placed over the body seams. Trim shall be covered with a vinyl insert. Aluminum trim will not be required for over body seams if not available from OEM.

32. Finished Floor  yes  no

a. Finished floor shall be Altro Meta Dark Grey TMM22421, Tarabus Sirius Dune medium grey, or equal with a minimum thickness of 2.2 millimeters.

b. The whole floor shall be a uniform thickness throughout the vehicle, eliminating the need for ribbed surfaces, while exceeding the ADA minimum slip resistance standard rating of .06 static coefficient of friction under dry or wet conditions.

c. Seams shall be heat welded to provide a permanent waterproof seal against water penetration leading to premature sub-floor failure or curling leading to possible tripping hazards.

**d. Provide pricing for optional floor upgrade.**

33. Rotocast or Mfg's Standard Trim Panels  yes  no

a. A rotocast or mfg's standard trim panel shall be installed at the floor to sidewall seam. Over the wheel wells there shall be a molded piece of the same material which shall follow the wheel contour.

- b. Trim panels will not be required at the floor to sidewall seam if manufacturer's standard trim panels are not available. In this case, the wheel wells shall be covered in molded ABS material or manufacturer's standard.
- c. The "B" pillar and curbside transition window shall also utilize a rotocast or mfg's standard panel to cover the unfinished areas of the OEM chassis.

34. Entry Door Trim  yes  no

- a. Areas surrounding the entry door frame shall be trimmed with padded vinyl which matches the interior color scheme.

35. Stanchions, Modesty Panels, & Assist Handrails  yes  no

- a. There shall be 2 ea. 1 ¼" O.D. stainless steel stanchion poles constructed in the following manner.
  - i. Behind the driver's seat, a vertical stanchion will run from floor to ceiling connecting with a horizontal stanchion secured to the wall.
  - ii. All fittings and fasteners shall be stainless steel clad type with no exposed threads.
  - iii. Behind the entry door, a vertical stanchion shall run from floor to ceiling connecting with a horizontal stanchion secured to the wall.
  - iv. In addition a rectangular modesty panel shall be attached to this assembly.
  - v. The modesty panel shall be constructed of a ¾" or 5/8" substrate and covered with a gray or white laminate finish or vinyl padding or modesty panel may be a light gray ABS panel framed with aluminum trim or color-coordinated plastic edge around the perimeter.
- b. Grab or guard rail shall be installed on both left and right sides of entrance door constructed from the same materials for safety and to assist entering and exiting the bus.
- c. An overhead grab rail shall be mounted to allow passengers to move throughout the bud while maintaining a hand hold.

36. Interior Mirror  yes  no

- a. A 2 ½" x 9" fully adjustable mirror located in the top center portion of the windshield and shall be provided by the chassis mfg.
- b. In addition to above, a 6" x 9" convex mirror with a full range adjustment shall be located above the driver's area, on the interior front cab liner for viewing the passenger area.
- c. 6" X 9" mirror must be mounted in such a manner as to prevent the driver from accidentally hitting the mirror.

37. Wall Track  yes  no

- a. A unistrut-type channel shall be welded or monobolted every 8' to a 1" x 2" 16-gauge steel tube that is part of the interior side wall structure or a steel seat rail buried within the sidewall may be substituted.



- b. Seat frames shall be bolted to the seat channel with 2 ea. 7/16" grade 8 bolts, threaded into two 1 ¼" x 7/16" channel nuts.
- c. Installation must meet FMVSS 207 & 210 requirements.

38. Driver's Seat  yes  no

- a. **Driver seat pedestal shall be mounted in the holes provided by the OEM chassis mfg. Seat is to be a Recardo LFX USSC Evolution driver's seat. Seat shall meet FMVSS 207 & 210 requirements.**

39. Wiring  yes  no

- a. All wiring added by the final stage mfg. must meet one of the following standards:
  - i. SAE specification J1128-SXL high temperature wire (8 to 14-gauge);
  - ii. SAE specification J1128-GXL high temperature wire (8 to 14-gauge);
  - iii. SAE specification J1128-SGX high temperature wire (battery cable);
  - iv. In addition to the above specifications, all wiring shall be color-coded function designated every 12" to enable identification and circuit trace ability.

40. Installation & Securement  yes  no

- a. All wiring under the body or hood shall be protected by high temperature (125 degree) nylon convoluted tubing and shall be high temperature heavy gauge wire ties or insulated rubber coated "P" clamps.
- b. All wiring shall be routed no closer than ¾" from any sharp edge or a minimum of 4" away from any heat source.
- c. No wiring shall be routed through the wheel well unless protected by a metal shield and convoluted tubing.
- d. A minimum of 1 ½" clearance shall be maintained between any wiring and the engine to compensate for engine roll.
- e. No wiring shall be secured to brake or fuel lines.

41. Connectors  yes  no

- a. All wiring shall be connected in the under-body or under-hood areas by one of the following connectors or methods: 1) Sealable insulated eyelet; 2) Sealable insulated butt connector; 3) Sealable insulated quick disconnect; 4) Sealable insulated ring connector; 5) Where it is not possible to install a sealable insulated electrical connector, the insulated connector shall be protected by heat shrink tubing with a sealable glue inside.
- b. Remaining wire located inside the bus shall be connected by one of the following connectors: 1) Standard insulated eyelet; 2) Standard insulated butt connector; 3) Standard insulated quick disconnect; 4) Standard insulated ring connector.

42. Gauge of Wire  yes  no

- a. All wiring shall be sized to carry the load for length of bus.

43. **Security Camera– Installation of Seon Camera System with 2 heads 320GDHD**  yes  no

44. Vehicle Electronic Amenities -Prewire for AVL, Announcement System, AM/FM/CD  yes  no

45. Signage option pricing on Transign 15 position scroll sign system vs Interior way finding electronic LED type sign front and side destination sign.  yes  no

46. Backup camera for driver.  yes  no

47. Exterior Lighting  yes  no

a. Lights in this section shall be installed meeting FMVSS 108 requirements (lamps, reflective devices and/or associated equipment). Lights B through H shall be LED.

b. Identification Lamps: **1)** Three (3) amber round or rectangular lights centered and recessed or surface mounted in armored protectors in the front cap; **2)** Three (3) red round or rectangular lights centered and recessed or surface mounted in armored protectors in the rear cap.

Clearance Lamps: **1)** Two (2) amber round or rectangular lights located and recessed or surface mounted in armored protectors at each edge of front cap; **2)** Two (2) red round or rectangular lights located and recessed or surface mounted in armored protectors at each outer edge of the rear cap.

c. Side Marker Lights: Two (2) red round or rectangular lights located one on each side of the side wall just in front of the rear cap in line with the rear clearance lights.

d. Stop/tail lamps, turn signal lamps, and back up lamps.

e. There must be a center, high mounted brake light.

f. There shall be 3 ea. 4" round light assemblies located and recessed in each side of the rear cap.

g. Rear license plate bracket with lighting shall be provided to meet Federal and State regulations.

h. Headlights, chassis front turn lights, and hazard flashers shall be provided by chassis mfg. Chassis system shall be tied into the bus system by the final stage mfg/modifier.

i. Rear Stop Safety Lighting – high mounted.

48. Interior Lighting  yes  no

a. Driver's Courtesy Lights: Driver's courtesy light shall be installed just above the driver's seating area. Opening the driver's door or turning the headlight switch counter-clockwise activates the light.

b. Step Well Entry Lights:

i. 2 ea. 2" flush mount lights or surface mount lights not extending above the surface more than  $\frac{3}{4}$ " shall be installed, one on each side of the step well.

ii. Step well lights shall be activated when the double-out entry doors are opened.

iii. Step well light strength shall be no less than 2 foot candles of illumination on the step treads with the door open.

- c. Overhead Courtesy Lights:
  - i. Four (4) overhead courtesy lights shall be installed in the ceiling of the bus or six (6) lights (3 on each side) shall be installed on the sides near the ceiling to provide lighting for safe passenger movement.
  - ii. Turning on the switch in the driver's console or opening the double-out entry door shall activate the lighting.
  - iii. Lighting strength shall be 12 foot candles of illumination measured at 36" above the floor over each passenger seat.
- d. Dash instrumentation lighting shall be provided by the chassis mfg. and shall be activated by the headlight switch.

49. Master Distribution Panel  yes  no
- a. A master distribution panel shall be installed in an aluminum cabinet or ABS panel located by the front entry door or in driver area.
  - b. Master distribution panel shall supply all power to the bus except those functions related to the OEM chassis.
  - c. A #2 cable connected to a solenoid or relay located under the hood or in driver's panel shall power this panel.
  - d. These circuits shall be protected by automatic circuit breakers or in-line fuses.
  - e. The solenoid or relay shall be activated when the ignition is turned on.
  - f. In addition to the power supplied by the ignition hot solenoid or relay circuit, there shall be two (2) circuits in the panel that are battery hot and protected by in-line fuses or circuit breakers. These circuits shall be for the radio and electric door operator options.

50. Electronic Switch Panel Control  yes  no
- a. A switch panel shall be located within easy access of the driver to control all the functions necessary to operate the bus except the OEM chassis functions. Any electrical devices requiring a switch will be provided as needed.

51. Windshield Wipers and Washers  yes  no
- a. Two (2) heavy-duty, electric, self-parking, two-speed intermittent windshield wipers shall be furnished.
  - b. Windshield washers with ample reservoir shall be located for easy inspection, maintenance, filling, and removal.

52. Heating and Defrosting Systems  yes  no
- a. Heating system shall consist of at least two (2) units, one front unit located in the driver's area and one unit located as to uniformly heat the bus.
  - b. Heaters shall have a fan switch for driver's heater and a separate switch for passenger heater with thermostat controls for each as well.
  - c. Front unit;
    - i. Front unit shall have one large heater core and heavy duty blower to provide sufficient heated air for defrosting the windshield and bus's heat.
    - ii. Front unit blower motor shall be controlled by a 3-position

switch on the driver's control panel.

- d. Combustion type heaters shall not be permitted.
- e. Completed bus shall have sufficient amount of permanent all-weather coolant to protect the cooling system to as low as -20 degrees F tested at normal engine temperature.
- f. Front heating system shall be 20,000 BTU's and shall distribute air to direct sufficient heat into step well to prevent the accumulation of ice and snow.
- g. Auxiliary heater;
  - i. Heater output for the passenger area shall be 65,000 BTU.
  - ii. 2-speed switch for the auxiliary heater is required.
  - iii. Isolation valve for auxiliary heater shall is required in an accessible location.
- h. All heater hoses and wires that pass within 12" of exhaust system shall be shielded in a manner to prevent heat damage to them.

53. Air Conditioning and Ventilation

yes       no

- a. Total air conditioning output shall be 67,000 BTU minimum and shall consist of front and rear evaporators
- b. Front (or driver's area system) shall be chassis mfg's dash installed system, 12,000 BTU minimum.
- c. Rear system evaporator:
  - i. Ceiling mounted near rear wall.
  - ii. 55,000 BTU minimum.
  - iii. Condensate drain system shall be designed in such a manner that there is no spillage or leaking into the passenger area at any time including turns or stops.
  - iv. Construction shall be copper tube with aluminum fins.
  - v. Condenser to be skirt mounted with two (2) fans.
  - vi. Low pressure switch required
  - vii. 1200 CFM minimum
  - viii. 2 fans minimum
- d. Condenser;
  - i. Skirt mounted, road side
  - ii. 2200 CFM rated
  - iii. 2 fans minimum
  - iv. Installation shall facilitate easy access for maintenance but shield condenser from road splash.
  - v. High pressure switch required.
- e. **NOTE:** Roof-top mounted equipment is not acceptable.
- f. Compressors, dual, tie-in system **not** acceptable
- g. All A/C related tubing and wiring that pass within 12" of exhaust systems shall be shielded in a manner to prevent heat damage to them.
- h. Warranties:
  - i. Front/dash mounted unit-mfg's standard.
  - ii. Rear/ceiling mounted unit—24 months from delivery date.
- i. Required information from successful bidder upon delivery;
  - i. Operators, maintenance, parts manual.
  - ii. In-State warranty and service provider contact information.

54. Acceptable brands/models shall be ACT, Mobile Climate Control, TransAir, or equal.  yes  no

55. Seating Arrangement/Floor Plan  yes  no

- a. All seating shall comply with FMVSS 207 & 302.
- b. Seating arrangement/floor plan of bus shall accommodate a driver, twelve (12) forward facing passengers, and 2 wheelchair stations.
- c. Replace 1 permanent seat with double fold away seat.**
- d. Passenger seats shall be mid-back contoured seats with 16-gauge tubular steel frames.
- e. Mid-back non-reclining seats to have 10 to 15% angle to provide comfort for passengers.
- f. Vinyl seat covering shall be required.
- g. Front of bottom cushion shall be foam rolled and contoured.
- h. Standard width should be between 16 ¼" to 18".
- i. Back height should be 22" from top of seat cushion.
- j. Seats shall be upholstered with Upgraded– Repel # 6 commercial grade.**
  - i. 32 oz. per sq. ft.
  - ii. Must meet FMVSS 302 requirements for fire retardence.
  - iii. Shall show no change at 20,000 cycles of the Wysenbeed abrasion test.
  - iv. Shall pass the test for ultraviolet, aging, and mildew proof.
  - v. Cold crack-resistance shall meet ASTM D-1790 for -20 degrees.
  - vi. Seat upholstery shall be sewn using high quality ultraviolet ray resistant thread.
  - vii. Colors shall be selected from manufacturer's standard gray to harmonize with other interior colors.
  - viii. Seat backs shall be of same material as the seat cushions.
- k. Aisle seat will have a padded or molded armrest that flips up for easy access.
- l. Aisle seats will have anti-vandal grab handles.
- m. A USR (under seat retractor) seat belt is required for each passenger.
- n. 3-point child restraint System (CRS) per seat.**
- o. All seat belts shall be standard buckle type.
- p. Seat belts and anchorages shall meet the requirements of FMVSS 209 & 210.
- q. NOTE: A traveling retractor is not acceptable.
- r. Driver's seat shall be 4-way adjustable deluxe high back seat equipped with an automatically retractable lap and shoulder harness.
- s. Color of seat will match other passenger seats.

56. Wheelchair stations  yes  no

- a. Wheelchair securement area must have a clear floor area conforming to A.D.A 38.23D.2 requirements.
- b. Retractor wheelchair tie-down, securement, and occupant restraint systems design, installation and operation shall comply with the

following standards;

- i. SAE J2349 wheelchair tie-down and occupant restraint systems for use in motor vehicles (30 mph/20g impact test criteria).
  - ii. 49 CFR part 38 ADA
  - iii. FMVSS 209, 222, & 302.
  - iv. CSA Z605 mobility aid securement and occupant restraint systems for motor vehicles (30mph/20g impact test criteria).
  - v. ISO 10542 (proposed) wheelchair tie-down and occupant restraint systems for use in motor vehicles (30mph/20g impact test criteria).
  - vi. SAE J2249 wheelchair tie-down and occupant restraint systems for use in motor vehicles (30 mph/20g impact test criteria).
- c. Each wheelchair tie-down location shall be equipped with safety belts and shoulder- crossing or torso belts or other seat belt devices which are anchored to floor that meet or exceed State and Federal regulations.
  - d. Seat will not be substituted in lieu of a device which secures the wheelchair itself (ADA 38.23D7).
  - e. Seat/lap belt and shoulder harness shall be anchored to the interior body frame and panels and shall meet or exceed A.D.A. regulations.
  - f. Retractor wheelchair securement system shall limit the movement of an occupied wheelchair to 2" or less in any direction under normal vehicle operation.
  - g. Retractors shall be heavy duty with heat-treated, plated components and a minimum of 24 ratchet teeth in a metal housing.
  - h. Retractor kit shall include a minimum of four retractors for securing the wheelchair with tensioning knobs for each retractor.
  - i. All webbing for wheelchair securement should be the same color, and the occupant restraint shall be a contrasting color, with all occupant restraints matching each other in color. This includes passenger securement belts for ambulatory and non- ambulatory.
  - j. Retractors shall be equipped with manual positive locking tension knobs for tightening the webbing.
  - k. Retractor shall have a positive locking release button for releasing the webbing.
  - l. Wheelchair retractor assemblies shall be equipped with a button buckle and buckle connector.
  - m. Occupant restraint system shall be equipped with a height adjuster for the shoulder belt, having a vertical adjustment of approximately 12".
  - n. Wheelchair securement and occupant restraint systems shall have a label on each assembly, which will identify type of belt, date of manufacturer, manufacturer name and part number.
  - o. Acceptable brand/model is Kinedyne Sure-lok retractor system FF612s or equal.
  - p. If bidding an "or equal", bidder must submit manufacturer's printed literature, detailed specifications, drawings or other manufacturer's information to substantiate the bid specifications.
  - q. Rows of Sure-Lok or equal heavy duty track shall be installed flush with floor in the wheelchair securement area.
  - r. O'straint Slide and Click Retractors optional pricing if not standard with vehicle.**

- s. All track should be installed according to manufacturer's recommendation.
- t. Heavy duty storage pouches shall be provided to hang tie-downs to prevent tangling and soiling of the belts and straps when not being used.
- u. Tie-downs must not interfere with any seats in any manner.
- v. Copies of impact test data and certificate of conformance is required prior to award.
- w. Bidder shall supply maintenance inspection schedules no later than at time of delivery.
- x. Name and location of nearest servicing facility at which complete parts inventory will be maintained to service any wheelchair lift breakdown is required prior to award.
- y. Successful bidders are to supply parts list with names, numbers and parts in detail upon delivery of vehicle prior to award.
- z. Parts are to be available for a minimum of five years.

57. Wheelchair Lift Requirements

yes

no

- a. Lift shall be mounted on the right side directly behind the rear axle.
- b. Wheelchair lift shall conform to the A.D.A. regulations.
- c. Lift shall be warranted for a period of 3 years, unlimited mileage including all parts and labor from the date the lift is accepted by the receiving agency.
- d. Acceptable brands/models are Braun Century, Ricon, or equal.
- e. Lift system shall include a circuit sentry or equal brand circuit breaker and brake interlock system.
- f. Lift doors;
  - i. Lift doors shall be compatible with the mobility lift equipment and operations.
  - ii. Lift door must be a double door with doorstops incorporated in each door to keep the doors open during deployment of the mobility lift.
  - iii. There shall be a heavy-duty latch system with a key lock.
  - iv. There shall be 2 non-ventilating windows approximately 12" X 30", which shall have the same percentage of light transmission as the other side windows.
  - v. Interior panels of all doors must be insulated to keep wind or water from entering the vehicle.
  - vi. Panels must be covered to match the interior liner.
  - vii. Doors shall include weather stripping.
- g. A brake and transmission interlock system with high-idle feature shall be provided to ensure that the vehicle cannot be moved while the lift door is open.
- h. If parking brake is not set and/or the transmission is placed in park position, an electric interlock shall prevent the lift from operating until the parking brake is fully set and the transmission is placed in park position.
- i. Interlock shall be securely mounted in a location where it can be easily serviced or replaced.
- j. A lighted display system showing when each interlock is applied must be located on dash.

- k. The weight and installation of the lift shall not reduce nor adversely affect the legal axle loading with a full passenger load, the maneuverability, structural integrity or the safety operation of the vehicle in which it is installed.
- l. Minimum performance capacity of the wheelchair lift shall be 1,000 lbs.**
- m. Wheelchair lift control switch shall be attached to the right upright lift post if available or at manufacturer's standard location otherwise.
- n. A complete set of operating instructions, schematics, and a trouble shooting guide must be included with each lift.

58. Emergency Equipment to be Included  yes  no
- a. One 5lb. ABC fire extinguisher mounted at a location convenient to the driver inside the vehicle.
  - b. One 21-item first aid kit securely mounted in an easily accessible location.
  - c. Three (3) safety triangle reflector kit mounted in an easily accessible location.
  - d. All emergency equipment shall be mounted in an area easily accessible by the driver and will not interfere with passengers when not in use.

59. Bike Rack—Optional pricing on Sportswork DL2 bike rack.  yes  no

60. Storage  yes  no
- a. There shall be a driver's storage compartment located over the windshield to allow for the storage of driver's miscellaneous material.

61. Required Manuals & Catalogues upon Delivery  yes  no
- a. Parts manual
  - b. Wiring schematic diagram
  - c. Operator's manual
  - d. Any other manuals such as wheelchair tie-downs, air conditioning, body, seats, etc. that are not included in the main parts and service manuals shall be required.
  - e. Manuals listed in this section may be provided via paper, CD, or zip drive. An online parts store is not an acceptable equal.
  - f. A Helms chassis CD is not required.

62. Tests & Testing  yes  no
- a. Each completed vehicle and all working and moving parts and operating devices shall be thoroughly tested and put into operating condition by the mfg/modifier. Pre-delivery inspections performed by the dealership will also be accepted.
  - b. Roofs, windows, windshields, and compartment doors of the buses shall be water tested, and any leaks found shall be repaired in a workman-like manner.
  - c. Mfg. shall not attach any dealer identification, advertising, or similar material to the vehicle.
  - d. Mfg. shall service and adjust vehicles for operation to include, as a minimum, the following:



- i. Focusing of lights
- ii. Tuning of engine
- iii. Adjustment of accessories
- iv. Checking of electrical braking and suspension systems
- v. Charging of battery
- vi. Inflation of tires
- vii. Balancing of all wheels
- viii. Complete lubrication of engine, chassis and operating mechanism with recommended grades of lubricants for the ambient temperature at the point of delivery.
- ix. Servicing of cooling system with permanent type antifreeze and summer coolant for - 20 degrees F.
- x. Servicing windshield washer with water and appropriate additives.

63. Altoona Test Results  yes  no  
 a. Certification for the interim bus testing program (49 CFR part 665), an executive summary copy of the 7-year, 200,000 mile test report on the bus model must be provided by the bus testing facility in Altoona, PA, prior to award.

64. Inspection  yes  no  
 a. Receiving agency reserves the right to inspect all material and workmanship at all times during the progress of the work.  
 b. Final inspection and acceptance of the vehicles covered by these specifications shall be made by receiving agency.

65. Civil Rights and Minority Business Enterprises  yes  no  
 a. Successful bidder shall comply with the regulations of US DOT relative to non-discrimination in federally assisted programs of the DOT (Title 49, code of transportation relative to non-discrimination in federally-assisted programs of the DOT, Title 49, code of federal regulations, parts 21) which will be incorporated by reference and made a part of all contracts.

66. Motor Vehicle Standards –  yes  no  
 a. Vehicles must meet and/or comply with the following standards & requirements; i. FMVSS including; 101, 102, 103, 104, 105, 106, 107, 108, 111, 112, 113, 116, 119, 120, 124, 127, 205, 207, 208, 209, 210, 212, 217, 219, 220, and 302.  
 ii. All Federal and State pollution and emission standards.  
 iii. Fire safety practices – Manufacturer shall certify that all combustible materials used in the construction of the vehicles have been tested by a recognized testing laboratory. The vinyl seat covering shall comply with “Recommended fire safety practices for rural and specialized transit bus materials selection” published by the FTA October 20<sup>th</sup> 1993 – Docket 90A.  
 iv. Certification that body mfg/modifier meets ISO 2000-9001 or QVM standards.  
 v. U.S. DOT safety standards for bus applicable as of the date of mfg. and complies with all ICC requirements for motor buses

operated in interstate commerce.

- vi. Buses shall be in complete compliance with all requirements of the laws of the State of Tennessee as to lighting equipment and all warning and safety devices.
- vii. Buses must comply with ADA requirements that went into effect January 26, 1992.

67. Warranty (minimums)

yes       no

- a. Chassis: 36,000 miles or 36 months including all parts & labor.
- b. Body & Roll Cage: 75,000 miles or 60 months including all parts & labor.
- c. Wheelchair Lift: 24 months including all parts & labor.
- d. All Other Items: 25,000 miles or 12 months including all parts & labor.



Provide Option pricing where requested.

<b>Options.</b> These are included in specifications, but if not standard, we would like the price noted and then indicated whether the price is included in the pricing listed above.	<b>Price</b>	<b>Included in Base Price Quoted above. Y or N</b>
<i>O'straint Slide and Click Retractors</i>		
3-point child restraint System (CRS) per seat.		
Seats shall be upholstered with Upgraded– Repel # 6 commercial grade.		
Bike Rack—Optional pricing on Sportswork DL2 bike rack.		
Replace 1 permanent seat with double fold away seat.		
Driver's seat is to be a Recardo LFX USSC Evolution driver's seat		
Exterior finish shall be red and green—color scheme to be provided		

General paint scheme. PMS specifications to be provided. Graphics are not required.



## FEDERAL CERTIFICATIONS

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GOVERNMENT-WIDE DEBARMENT AND SUSPENSION

BUS TESTING CERTIFICATION

PRE-AWARD CERTIFICATION REQUIREMENT FOR PROCUREMENT OF ROLLING STOCK (RECIPIENT)

PRE-AWARD CERTIFICATION FOR PROCUREMENT OF ROLLING STOCK (VENDOR)

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION

CERTIFICATION TO RESTRICTIONS ON LOBBYING

CERTIFICATION TO FEDERAL GOVERNMENT REQUIRED CLAUSES (FTA)

CERTIFICATION OF COMPLIANCE WITH FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS)

PRE-AWARD PURCHASER'S REQUIREMENTS CERTIFICATION

GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

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Instructions for Certification: By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below.

(1) It will comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 CFR part 180,

(2) To the best of its knowledge and belief, that its Principals and Subrecipients at the first tier:

a. Are eligible to participate in covered transactions of any Federal department or agency and are not presently:

- (1) Debarred,
- (2) Suspended,
- (3) Proposed for debarment,
- (4) Declared ineligible,
- (5) Voluntarily excluded, or
- (6) Disqualified,

b. Its management has not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for:

- (1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction,
- (2) Violation of any Federal or State antitrust statute, or
- (3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property,

c. It is not presently indicted for, or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in the preceding subsection 2.b of this Certification,

d. It has not had one or more public transactions (Federal, State, or local) terminated for cause or default within a three-year period preceding this Certification,

e. If, at a later time, it receives any information that contradicts the statements of subsections 2.a – 2.d above, it will promptly provide that information to FTA,

GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

f. It will treat each lower tier contract or lower tier subcontract under its Project as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:

- (1) Equals or exceeds \$25,000,
- (2) Is for audit services, or
- (3) Requires the consent of a Federal official, and

g. It will require that each covered lower tier contractor and subcontractor:

(1) Comply and facilitate compliance with the Federal requirements of 2 CFR parts 180 and 1200, and

(2) Assure that each lower tier participant in its Project is not presently declared by any Federal department or agency to be:

- a. Debarred from participation in its federally funded Project,
- b. Suspended from participation in its federally funded Project,
- c. Proposed for debarment from participation in its federally funded Project,
- d. Declared ineligible to participate in its federally funded Project,
- e. Voluntarily excluded from participation in its federally funded Project, or
- f. Disqualified from participation in its federally funded Project, and

3. It will provide a written explanation as indicated on a page attached in FTA's TrAMS platform or the Signature Page if it or any of its principals, including any of its first tier Subrecipients or its Third-Party Participants at a lower tier, is unable to certify compliance with the preceding statements in this Certification Group.

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Certification

Contractor \_\_\_\_\_

Signature of Authorized Official \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Name and Title of Contractor's Authorized Official \_\_\_\_\_

# BUS TESTING CERTIFICATION

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The undersigned bidder [Contractor/Manufacturer] certifies that the vehicle model or vehicle models offered in this bid submission complies with 49 CFR Part 665.

A copy of the test report (for each bid ITEM) prepared by the Federal Transit Administration's (FTA) Altoona, Pennsylvania Bus Testing Center is attached to this certification and is a true and correct copy of the test report as prepared by the facility.

The undersigned understands that misrepresenting the testing status of a vehicle acquired with Federal financial assistance may subject the undersigned to civil penalties as outlined in the U.S. Department of Transportation's regulation on Program Fraud Civil Remedies, 49 CFR Part 31. In addition, the undersigned understands that FTA may suspend or debar a manufacturer under the procedures in 49 CFR Part 29.

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Name of Bidder/Company Name

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Type or print name

---

Signature of authorized representative

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Signature of notary and SEAL

Date of Signature: \_\_\_\_/\_\_\_\_/\_\_\_\_



PRE- AWARD CERTIFICATION REQUIREMENT FOR PROCUREMENT OF ROLLING STOCK (RECIPIENT)

BUY AMERICA REQUIREMENTS

Contractor shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If contractor certifies compliance with Buy America, it shall submit documentation listing:

- A. Component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and
- B. The location of the final assembly point for the rolling stock, including a description of the activities that will take place at the final assembly point and the cost of final assembly.
- C. Solicitation Specification Requirements: Contractor shall submit evidence that it will be capable of meeting the bid specifications.
- D. Federal Motor Vehicle Safety Standards (FMVSS): Contractor shall submit 1) manufacturer's FMVSS self-certification sticker information that the vehicle complies with relevant FMVSS or 2) manufacturer's certified statement that the buses will not be subject to FMVSS regulations.

As required by Title 49 of the CFR, Part 663 – Subpart B, \_\_\_\_\_ (the recipient) is satisfied that the buses to be purchased, \_\_\_\_\_ (number and description of buses) from \_\_\_\_\_ (the manufacturer), meet the requirements of Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended. The recipient or its appointed analyst \_\_\_\_\_ (the analyst – not the manufacturer or its agent), has reviewed documentation provided by the manufacturer, which lists (1) the proposed component and subcomponent parts of the buses identified by manufacturer, country of origin, and cost; and (2) the proposed location of the final assembly point for the buses, including a description of the activities that will take place at the final assembly point and the cost of final assembly.

PRE-AWARD PURCHASER'S REQUIREMENTS CERTIFICATION

As required by Title 49 of the CFR, Part 663 – Subpart B, \_\_\_\_\_ (the recipient) certifies that the buses to be purchased, \_\_\_\_\_ (number and description of buses) from \_\_\_\_\_ (the manufacturer), are the same product described in the recipient's solicitation specification and that the proposed manufacturer is a responsible manufacturer with the capability to produce a bus that meets the specifications.

PRE-AWARD FMVSS COMPLIANCE CERTIFICATION

As required by Title 49 of the CFR, Part 663 – Subpart D, \_\_\_\_\_ (the recipient) certifies that it received, at the pre-award stage, a copy of \_\_\_\_\_'s (the manufacturer) self-certification information stating that the buses, \_\_\_\_\_ (number and description of buses), will comply with the relevant Federal Motor Vehicle Safety Standards issued by the National Highway Traffic Safety Administration in Title 49 of the Code of Federal Regulations, Part 571.

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

# PRE-AWARD CERTIFICATION FOR PROCUREMENT OF ROLLING STOCK (VENDOR)

71 FR 14117, Mar. 21, 2006, as amended at 72 FR 53698, Sept. 20, 2007; 74 FR 30239, June 25, 2009

## PRE-AWARD AUDIT REQUIREMENTS

A recipient purchasing revenue service rolling stock with FTA funds must ensure that a pre-award audit under this part is complete before the recipient enters into a formal contract for the purchase of such rolling stock.

## DESCRIPTION OF PRE-AWARD AUDIT

A pre-award audit under this part includes—(a) A Buy America certification; (b) A purchaser's requirements certification; and (c) Where appropriate, a manufacturer's Federal Motor Vehicle Safety certification information.

## PRE-AWARD BUY AMERICA CERTIFICATION

For purposes of this part, a pre-award Buy America certification is a certification that the recipient keeps on file that:

- (a) There is a letter from FTA which grants a waiver to the rolling stock to be purchased from the Buy America requirements under section 165(b)(1), (b)(2), or (b)(4) of the Surface Transportation Assistance Act of 1982, as amended; or
- (b) The recipient is satisfied that the rolling stock to be purchased meets the requirements of section 165(a) or (b)(3) of the Surface Transportation Assistance Act of 1982, as amended, after having reviewed itself or through an audit prepared by someone other than the manufacturer or its agent documentation provided by the manufacturer which lists:
  - (1) The Component and subcomponent parts of the rolling stock that are produced in the United States is more than sixty percent (60%) of the cost of all components and subcomponents of the vehicle identified by the manufacturer; and
  - (2) The location of the final assembly must take place in the United States (49 CFR 661.11), including a description of the activities that will take place at the final assembly point and the cost of final assembly.

## PRE-AWARD PURCHASERS REQUIREMENTS CERTIFICATION

For purposes of this part, a pre-award purchaser's requirements certification is a certification a recipient keeps on file that:

- (a) The rolling stock the recipient is contracting for is the same product described in the purchaser's solicitation specification; and
- (b) The proposed manufacturer is a responsible manufacturer with the capability to produce a vehicle that meets the recipient's specification set forth in the recipient's solicitation.

If buses or other rolling stock (including train control, communication, and traction power equipment) are being procured, the appropriate certificate as set forth below shall be completed and submitted by each bidder in accordance with the requirements in 49 CFR 661.13(b).

## PRE-AWARD FMVSS COMPLIANCE CERTIFICATION

As required by Title 49 of the CFR, Part 663 – Subpart D, the recipient certifies that it received, at the pre- award stage, a copy of the manufacturers self-certification information stating that the buses will comply with the relevant Federal Motor Vehicle Safety Standards issued by the National Highway Traffic Safety Administration in Title 49 of the Code of Federal Regulations, Part 571.

*Bidder or offeror Certificate of:*

**COMPLIANCE with Buy America and FMVSS Rolling Stock Requirements**

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j), and the applicable regulations of 49 CFR 661.11.

Company\_\_\_\_\_

Name\_\_\_\_\_ Title\_\_\_\_\_

Signature\_\_\_\_\_ Date \_\_\_\_\_

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*Bidder or offeror Certificate of:*

**NON-COMPLIANCE with Buy America and FMVSS Rolling Stock Requirements**

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j), but may qualify for an exception to the requirement consistent with 49 U.S.C.5323(j)(2)(C), and the applicable regulations in 49 CFR 661.7.

Company\_\_\_\_\_

Name\_\_\_\_\_ Title\_\_\_\_\_

Signature\_\_\_\_\_ Date \_\_\_\_\_

# **TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION**

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Pursuant to the provisions of Section 105(f) of the Surface Transportation Assistance Act of 1982, each bidder for this contract must certify that it has complied with the requirements of 49 CFR Part 26.49, regarding the participation of Disadvantaged Business Enterprises (DBE) in FTA assisted procurements of transit vehicles. Absent this certification, properly completed and signed, a bid shall be deemed non-responsive.

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Certification:

*I hereby certify, for the bidder named below, that it has complied with the provisions of 49 CFR Part 26.49 and that I am duly authorized by said bidder to make this certification.*

## BIDDER/COMPANY

Name of Bidder/Company \_\_\_\_\_

Signature of Representative \_\_\_\_\_

Type or Print Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_/\_\_\_/\_\_\_

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## NOTARY

Type or Print Name \_\_\_\_\_

Signature of Notary \_\_\_\_\_

Place Notary SEAL Here:

**CERTIFICATION TO RESTRICTIONS ON LOBBYING**

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I, \_\_\_\_\_, (Name and title of official)

hereby certify on behalf of \_\_\_\_\_ (Name of Bidder/Company Name)  
that:

1. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
2. If any funds other than federal appropriated funds have been paid or will be paid to any person influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with the federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form – LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The undersigned certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C. Section 3801, et seq., are applicable thereto.

\_\_\_\_\_  
Signature of authorized representative

\_\_\_\_\_  
Type or print name

\_\_\_\_\_  
Signature of notary and SEAL

Date of Signature: \_\_\_\_\_

# CERTIFICATION TO FEDERAL GOVERNMENT REQUIRED CLAUSES (FTA)

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## AFFIRMATION OF THE BIDDER'S AUTHORIZED REPRESENTATIVE

Name of Bidder: \_\_\_\_\_

Name and Relationship of Authorized Representative: \_\_\_\_\_

BY SIGNING BELOW, on behalf of the Bidder, I declare that the Bidder has duly authorized me to make this certification and bind the Bidder's compliance. Thus, the Bidder agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the requirements of these clauses as indicated on the ensuing pages, Federal Government Required Clauses (FTA).

The Bidder affirms the truthfulness of this certification it has made, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR Part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. Chapter 53 or any other statute.

In signing this document, I declare that the foregoing certification and any other statements made by me on behalf of the Bidder are true and correct.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name (print) \_\_\_\_\_

Authorized Representative of Applicant

\_\_\_\_\_

Signature of Notary & SEAL

**CERTIFICATION OF COMPLIANCE WITH FEDERAL  
MOTOR VEHICLE SAFETY STANDARDS (FMVSS)**

The bidder hereby certifies that vehicles to be provided under the resultant contract award comply with all stipulated and relevant Federal Motor Vehicle Safety Standards (FMVSS). In accordance with the Federal Government Required Clauses (FTA) of this contract, the bidder shall ensure that all vehicles will be affixed with a bus *“manufacturer’s FMVSS self-certification sticker information that the vehicle complies with relevant FMVSS.”*

\_\_\_\_\_  
Name of Bidder/Company Name

\_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Type or print name

\_\_\_\_\_  
Signature of Notary & SEAL

## **PRE-AWARD PURCHASER'S REQUIREMENTS CERTIFICATION**

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As required by 49CFR part 663-Subpart B, \_\_\_\_\_ (the recipient) certifies that the vehicles to be purchased, \_\_\_\_\_ (number and description of vehicles) from \_\_\_\_\_ (the manufacturer), are the same product described in the recipient's solicitation specification and that the proposed manufacturer is a responsible manufacturer with the capability to produce vehicles that meet the specifications set forth in the solicitation.

Date: \_\_\_\_\_

Recipient Authorized Signature: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_