STATE OF TEXAS §

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COUNTY OF FORT BEND §

AGREEMENT FOR PURCHASE OF TRANSIT BUSES
RFP 17-044

THIS AGREEMENT is made and entered into by and between Fort Bend County, (hereinafter "County"), a body corporate and politic under the laws of the State of Texas, and Texas Bus Sales, Inc. (hereinafter "Contractor"), a company authorized to conduct business in the State of Texas.

W I T N E S S E T H

WHEREAS, County desires that Contractor provide transit vans and buses, totaling from 105 buses to 190 buses, which meets or exceeds the specifications contained in Exhibit A (hereinafter "Services") pursuant to RFP 17-044; and

WHEREAS, Contractor represents that it is qualified and desires to perform such services;

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth below, the parties agree as follows:

AGREEMENT

Section 1. Scope of Services:

Contractor shall render Services to County as defined in the Scope of Services (attached hereto as Exhibit A).

Section 2. Personnel

2.1 Contractor represents that it presently has, or is able to obtain, adequate qualified personnel in its employment for the timely performance of the services required under this Agreement and that Contractor shall furnish and maintain, at its own expense, adequate and sufficient personnel, in the opinion of County, to perform the services when and as required and without delays.

2.2 All employees of Contractor shall have such knowledge and experience as will enable them to perform the duties assigned to them. Any employee of Contractor who, in the opinion of County, is incompetent or by his conduct becomes detrimental to the project shall, upon request of County, immediately be removed from association with the project.

Section 3. Compensation and Payment

3.1 The Maximum Compensation for contract services is twenty-one million six hundred seventeen thousand five hundred sixty dollars and no/100 ($21,617,560.00.00). In no case shall the amount paid by County per Service Event under this Agreement exceed the Maximum Compensation without an approved change order.

3.2 All performance of the services by Contractor including any changes in the services and revision of work satisfactorily performed will be performed only when approved in advance and authorized by County.

3.3 County will pay Contractor based on the following procedures: Upon completion of each Service Event, Contractor shall submit to County two (2) original copies of invoices showing the amounts due for services performed in a form acceptable to County. County shall review such invoices and approve them within 30 calendar days with such modifications as are consistent with this Agreement and forward same to the Auditor for processing. County shall pay each such approved invoice within thirty (30) calendar days. County reserves the right to withhold payment pending verification of satisfactory work performed.

Section 4. Limit of Appropriation

4.1 Contractor clearly understands and agrees, such understanding and agreement being of the absolute essence of this Agreement, that County shall have available the total maximum sum of twenty-one million six hundred seventeen thousand five hundred sixty dollars and no/100 ($21,617,560.00.00) specifically allocated to fully discharge any and all liabilities County may incur.

4.2 Contractor does further understand and agree, said understanding and agreement also being of the absolute essence of this Agreement, that the total maximum compensation that Contractor may become entitled to and the total maximum sum that County may become liable to pay to Contractor shall not under any conditions, circumstances, or interpretations thereof exceed twenty-one million six hundred seventeen thousand five hundred sixty dollars and no/100 ($21,617,560.00.00).

4.3 It is specifically understood and agreed that in the event no funds or insufficient funds are appropriated by County under this Agreement, County shall notify all necessary parties that this Agreement shall thereafter terminate and be null and void on the last day of the fiscal period for which appropriations were made without penalty, liability or expense to County.

Section 5. Time of Performance

The original term of this Agreement will begin upon execution by COUNTY and end September 30, 2018. Thereafter this Agreement shall renew annually automatically for a period of time not to

exceed a total of four years (ending September 30, 2022), unless sooner terminated as provided herein.

Section 6. Modifications and Waivers

6.1 The parties may not amend or waive this Agreement, except by a written agreement executed by both parties.

6.2 No failure or delay in exercising any right or remedy or requiring the satisfaction of any condition under this Agreement, and no course of dealing between the parties, operates as a waiver or estoppel of any right, remedy, or condition.

6.3 The rights and remedies of the parties set forth in this Agreement are not exclusive of, but are cumulative to, any rights or remedies now or subsequently existing at law, in equity, or by statute.

Section 7. Termination

7.1 Termination for Convenience

7.1.1 County may terminate this Agreement at any time upon thirty (30) days written notice.

7.2 Termination for Default

7.2.1 County may terminate the whole or any part of this Agreement for cause in the following circumstances:

7.2.1.1 If Contractor fails to perform services within the time specified in the Section 5 or any extension thereof granted by the County in writing;

7.2.1.2 If Contractor materially breaches any of the covenants or terms and conditions set forth in this Agreement or fails to perform any of the other provisions of this Agreement or so fails to make progress as to endanger performance of this Agreement in accordance with its terms, and in any of these circumstances does not cure such breach or failure to County's reasonable satisfaction within a period of ten (10) calendar days after receipt of notice from County specifying such breach or failure.

7.2.2 If, after termination, it is determined for any reason whatsoever that Contractor was not in default, or that the default was excusable, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the County in accordance with Section 7.1 above.

7.3 Upon termination of this Agreement, County shall compensate Contractor in accordance with Section 3, above, for those services which were provided under this Agreement prior to its termination and which have not been previously invoiced to County.

Contractor's final invoice for said services will be presented to and paid by County in the same manner set forth in Section 3 above.

7.4 If County terminates this Agreement as provided in this Section, no fees of any type, other than fees due and payable at the Termination Date, shall thereafter be paid to Contractor.

Section 8. Ownership and Reuse of Documents

All documents, data, reports, research, graphic presentation materials, etc., developed by Contractor as a part of its work under this Agreement, shall become the property of County upon completion of this Agreement, or in the event of termination or cancellation thereof, at the time of payment under Section 3 for work performed. Contractor shall promptly furnish all such data and material to County on request.

Section 9. Inspection of Books and Records

Contractor will permit County, or any duly authorized agent of County, to inspect and examine the books and records of Contractor for the purpose of verifying the amount of work performed by Contractor. County's right to inspect survives the termination of this Agreement for a period of four years.

Section 10. Indemnity

CONTRACTOR SHALL INDEMNIFY AND DEFEND COUNTY AGAINST ALL LOSSES, LIABILITIES, CLAIMS, CAUSES OF ACTION, AND OTHER EXPENSES, INCLUDING REASONABLE ATTORNEYS FEES, ARISING FROM ACTIVITIES OF CONTRACTOR, ITS AGENTS, SERVANTS OR EMPLOYEES, PERFORMED UNDER THIS AGREEMENT THAT RESULT FROM THE NEGLIGENT ACT, ERROR, OR OMISSION OF CONTRACTOR OR ANY OF CONTRACTOR'S AGENTS, SERVANTS OR EMPLOYEES.

Section 11. Modification

Modification. Except as otherwise provided in this document, this agreement may be modified, superseded, or voided only upon the written and signed agreement of the Parties. Further, the physical destruction or loss of this document shall not be construed as a modification or termination of the agreement contained herein.

Section 12. Confidential and Proprietary Information

12.1 Contractor acknowledges that it and its employees or agents may, in the course of performing their responsibilities under this Agreement, be exposed to or acquire information that is confidential to County. Any and all information of any form obtained by Contractor or its employees or agents from County in the performance of this Agreement shall be deemed to be confidential information of County ("Confidential Information"). Any reports or other documents or items (including software) that result from the use of the

Confidential Information by Contractor shall be treated with respect to confidentiality in the same manner as the Confidential Information. Confidential Information shall be deemed not to include information that (a) is or becomes (other than by disclosure by Contractor) publicly known or is contained in a publicly available document; (b) is rightfully in Contractor's possession without the obligation of nondisclosure prior to the time of its disclosure under this Agreement; or (c) is independently developed by employees or agents of Contractor who can be shown to have had no access to the Confidential Information.

12.2 Contractor agrees to hold Confidential Information in strict confidence, using at least the same degree of care that Contractor uses in maintaining the confidentiality of its own confidential information, and not to copy, reproduce, sell, assign, license, market, transfer or otherwise dispose of, give, or disclose Confidential Information to third parties or use Confidential Information for any purposes whatsoever other than the provision of services to County hereunder, and to advise each of its employees and agents of their obligations to keep Confidential Information confidential. Contractor shall use its best efforts to assist County in identifying and preventing any unauthorized use or disclosure of any Confidential Information. Without limitation of the foregoing, Contractor shall advise County immediately in the event Contractor learns or has reason to believe that any person who has had access to Confidential Information has violated or intends to violate the terms of this Agreement and Contractor will at its expense cooperate with County in seeking injunctive or other equitable relief in the name of County or Contractor against any such person. Contractor agrees that, except as directed by County, Contractor will not at any time during or after the term of this Agreement disclose, directly or indirectly, any Confidential Information to any person, and that upon termination of this Agreement or at County's request, Contractor will promptly turn over to County all documents, papers, and other matter in Contractor’s possession which embody Confidential Information.

12.3 Contractor acknowledges that a breach of this Section, including disclosure of any Confidential Information, or disclosure of other information that, at law or in equity, ought to remain confidential, will give rise to irreparable injury to County that is inadequately compensable in damages. Accordingly, County may seek and obtain injunctive relief against the breach or threatened breach of the foregoing undertakings, in addition to any other legal remedies that may be available. Contractor acknowledges and agrees that the covenants contained herein are necessary for the protection of the legitimate business interest of County and are reasonable in scope and content.

12.4 Contractor in providing all services hereunder agrees to abide by the provisions of any applicable Federal or State Data Privacy Act.

12.5 Contractor expressly acknowledges that County is subject to the Texas Public Information Act, TEX. GOV’T CODE ANN. §§ 552.001 *et seq.*, as amended, and notwithstanding any provision in the Agreement to the contrary, County will make any information related to the Agreement, or otherwise, available to third parties in accordance with the Texas Public Information Act. Any proprietary or confidential information marked as such provided to

County by Consultant shall not be disclosed to any third party, except as directed by the Texas Attorney General in response to a request for such under the Texas Public Information Act, which provides for notice to the owner of such marked information and the opportunity for the owner of such information to notify the Attorney General of the reasons why such information should not be disclosed. County will not pay any fee to Contractor for dissemination of information required by the Texas Public Information Act.

Section 13. Independent Contractor

13.1 In the performance of work or services hereunder, Contractor shall be deemed an independent contractor, and any of its agents, employees, officers, or volunteers performing work required hereunder shall be deemed solely as employees of Contractor or, where permitted, of its subcontractors.

13.2 Contractor and its agents, employees, officers, or volunteers shall not, by performing work pursuant to this Agreement, be deemed to be employees, agents, or servants of County and shall not be entitled to any of the privileges or benefits of County employment.

Section 14. Notices

14.1 Each party giving any notice or making any request, demand, or other communication (each, a "Notice") pursuant to this Agreement shall do so in writing and shall use one of the following methods of delivery, each of which, for purposes of this Agreement, is a writing: personal delivery, registered or certified mail (in each case, return receipt requested and postage prepaid), or nationally recognized overnight courier (with all fees prepaid).

14.2 Each party giving a Notice shall address the Notice to the receiving party at the address listed below or to another address designated by a party in a Notice pursuant to this Section:

County:	Fort Bend County Public Transportation Department Attn: Director 12550 Emily Court, Suite 400 Sugar Land, Texas 77478
With a copy to:	Fort Bend County Attn: County Judge 401 Jackson Street, 1st Floor Richmond, Texas 77469
Contractor:	Texas Bus Sales, Inc. 1605 West 34th St. PO Box 10213 Houston, TX 77206-0213

14.3 A Notice is effective only if the party giving or making the Notice has complied with subsections 14.1 and 14.2 and if the addressee has received the Notice. A Notice is deemed received as follows:

14.3.1 If the Notice is delivered in person, or sent by registered or certified mail or a nationally recognized overnight courier, upon receipt as indicated by the date on the signed receipt.

14.3.2 If the addressee rejects or otherwise refuses to accept the Notice, or if the Notice cannot be delivered because of a change in address for which no Notice was given, then upon the rejection, refusal, or inability to deliver.

Section 15. Compliance with Laws

Contractor shall comply with all federal, state, and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this Agreement, including, without limitation, Worker's Compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations. When required by County, Contractor shall furnish County with certification of compliance with said laws, statutes, ordinances, rules, regulations, orders, and decrees above specified.

Section 16. Performance Warranty

16.1 Contractor warrants to County that Contractor has the skill and knowledge ordinarily possessed by well-informed members of its trade or profession practicing in the greater Houston metropolitan area and Contractor will apply that skill and knowledge with care and diligence to ensure that the services provided hereunder will be performed and delivered in accordance with the highest professional standards.

16.2 Contractor warrants to County that the services will be free from material errors and will materially conform to all requirements and specifications contained herein.

16.3 Contractor has read and fully understands the attached Warranty Provisions-Fort Bend County Public Transportation, attached herein as Exhibit B. Contractor warrants to the County that services rendered will conform to all requirements listed in Exhibit B.

16.4 Contractor acknowledges and fully understands the specifications and requirements listed in the attached letter dated Friday, December 1, 2017, which describe Texas Bus Sales' warranty process, attached herein as Exhibit C. Contractor warrants to the County that services rendered will conform to all requirements listed in Exhibit C.

16.5 Contractor acknowledges the specifications and requirements listed in the attached letter dated Friday, December 1, 2017, which describes Texas Bus Sales' inspection and delivery process and further describes Texas Bus Sales' warranty process, attached herein

as Exhibit D. Contractor warrants to the County that services rendered will conform to all requirements listed in Exhibit D.

Section 17. Assignment

17.1 Neither party may assign any of its rights under this Agreement, except with the prior written consent of the other party. That party shall not unreasonably withhold its consent. All assignments of rights are prohibited under this subsection, whether they are voluntarily or involuntarily, by merger, consolidation, dissolution, operation of law, or any other manner.

17.2 Neither party may delegate any performance under this Agreement.

17.3 Any purported assignment of rights or delegation of performance in violation of this Section is void.

Section 18. Applicable Law

The laws of the State of Texas govern all disputes arising out of or relating to this Agreement. The parties hereto acknowledge that venue is proper in Fort Bend County, Texas, for all legal actions or proceedings arising out of or relating to this Agreement and waive the right to sue or be sued elsewhere. Nothing in the Agreement shall be construed to waive the County's sovereign immunity.

Section 19. Successors and Assigns

County and Contractor bind themselves and their successors, executors, administrators and assigns to the other party of this Agreement and to the successors, executors, administrators and assigns of the other party, in respect to all covenants of this Agreement.

Section 20. Third Party Beneficiaries

This Agreement does not confer any enforceable rights or remedies upon any person other than the parties.

Section 21. Severability

If any provision of this Agreement is determined to be invalid, illegal, or unenforceable, the remaining provisions remain in full force, if the essential terms and conditions of this Agreement for each party remain valid, binding, and enforceable.

Section 22. Publicity

Contact with citizens of Fort Bend County, media outlets, or governmental agencies shall be the sole responsibility of County. Under no circumstances whatsoever, shall Contractor release any material or information developed or received in the performance of the services

hereunder without the express written permission of County, except where required to do so by law.

Section 23. Applicable Regulations And Warranties

23.1 Pollution: Contractor certifies that the vehicle meets all Federal Noise and Exhaust emission standards.

23.2 Requirements: The manufacturer's standard warranty for body and chassis must be provided as well as warranty for rust-proofing and lift. Warranties must be effective the day the buyer receives and signs delivery acceptance.

23.3 Contractor acknowledges County's right to secure a third-party, independent inspector who shall be present during the build process. Contractor shall make all necessary changes as requested by County based on inspector's findings and in accordance with County Warranty Provisions, attached to this Agreement as Exhibit B.

23.4 Open Architecture: Contractor must comply with all Federal, state and local requirements, standards and regulations as it relates to the system and subsystems, including, but not limited to fare boxes, destination signs, cameras, and AVL systems.

Section 24. Certifications

The Contractor certifies to abide by the following requirements and shall include these requirements in each subcontract financed in whole or in part with Federal Transit Administration (FTA) funds.

24.1 General: Contractor certifies that they are a fully authorized distributor of the vehicle(s) described in this Agreement; that they are prepared to perform maintenance and warranty service, or have arranged for said service with a certified distributor in the area the vehicle will be used; and that they can provide spare or replacement parts, or can assure access to said parts.

24.2 Pre-Award and Post-Delivery Audit: The Contractor agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

(1) Buy America: Contractor certifies that the vehicle meets FTA Buy America requirements as specified in 49 CFR parts 661. The Contractor shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. Contractor certifies that the vehicle meets or exceeds these specifications.

(2) Federal Motor Vehicle Safety Standards (FMVSS): Vehicles must meet all appropriate local, state and Federal Motor Vehicle Safety Standards, including but not limited to standards for impact, rollover, brakes, windshield, windows, and lights. The 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 contracted buses will not be subject to FMVSS regulations.

24.3 ADA: Contractor certifies that the vehicle and related equipment meets or exceeds ADA Accessibility Specifications as published in 49 CFR Parts 27, 37 and 38 as they apply to this purchase. In the event that any of the attached specifications deviate from ADA accessibility specifications, the specifications of the higher standard will apply.

24.4 Bus Testing: Contractor must provide complete Altoona Bus Testing Certification for each vehicle supplied under this agreement. Certificate can be submitted when available, but must be received prior to acceptance of the first vehicle of an order.

Section 25. Federal Clauses

The Contractor certifies to abide by the following requirements and shall include these requirements in each subcontract financed in whole or in part with Federal Transit Administration (FTA) funds.

25.1 No Government Obligation to Third Parties. County and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to County, the Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract. The Contractor agrees to include this clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

25.2 Program Fraud and False or Fraudulent Statement and Related Acts. The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that

if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

25.3 Access to Records and Reports. The Contractor agrees to provide County, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Contractor also agrees, pursuant to 49 C.F.R. 633.17 to provide the FTA Administrator or his authorized representatives including any PMO Contractor access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309, 5311, or 5339. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

The Contractor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until County, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto.

25.4 Federal Changes. The Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between County and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

25.5 Civil Rights Requirements. The following requirements apply to the underlying contract:

Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. §5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 623 and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

25.6 Disadvantaged Business Enterprise (DBE). This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.* The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. **A separate contract goal has not been established for this procurement.**

The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as County deems appropriate. Each subcontract the Contractor signs with a subcontractor must include the assurance in this paragraph (*see* 49 CFR 26.13(b)).

The Contractor will report its DBE participation obtained through race-neutral means throughout the period of performance of this Agreement.

The Contractor is required to pay its subcontractors performing work related to this Contract for satisfactory performance of that work no later than 30 days after the Contractor's receipt of payment for that work from County. In addition, the Contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this Contract is satisfactorily completed.

The Contractor must promptly notify County whenever a DBE subcontractor performing work related to this Contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The Contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without the prior written consent of County.

Contractor must certify a copy of the Transit Vehicle Manufacturer's DBE certification letter sent by the manufacturer to the Federal Transit Administration.

25.7 Incorporation of Federal Transit Administration (FTA) Terms. The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any County requests which would cause County to be in violation of the FTA terms and conditions.

25.8 Government-Wide Debarment and Suspension (Non-Procurement). This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Contractor is required to verify that none of the Contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The Contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

25.9 Buy America. The Contractor agrees to comply with 49 U.S.C. 5323(j) and 49 C.F.R. Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 C.F.R. 661.7, and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by Chrysler Corporation, and microcomputer equipment and software. Separate requirements for rolling stock are set out at 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11. Rolling stock must be assembled in the United States and have a 60 percent domestic content, subject to the Amendment below.

The FAST Act, effective October 1, 2015 amended the Buy America waiver for rolling stock to provide for a phased increase in the domestic content requirement for rolling stock from the current more than 60 percent to more than 70 percent in FY2020 and beyond. The new provisions apply based on the date of delivery of the rolling stock. Domestic content requirement over the phase of the contract period shall be the provision applicable to the year of delivery of rolling stock procured under this contract.

The Contractor must submit to the County the appropriate Buy America certification.

25.10 Lobbying. Contractors shall file all certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

25.11 Clean Air. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq . The Contractor agrees to report each violation to the County and understands and agrees that the

County will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

The Contractor also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

25.12 Clean Water. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq . The Contractor agrees to report each violation to the County and understands and agrees that the County will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

The Contractor also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

25.13 Cargo Preference- Use of United States-Flag Vessels. The Contractor agrees:

(1) to use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;

(2) to furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of -lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the Contractor in the case of a subcontractor's bill-of-lading.)

(3) to include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

25.14 Fly America. The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub-recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was

not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

25.15 Contract Work Hours and Safety Standards.

(1) Overtime requirements - No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages - In the event of any violation of the clause set forth in paragraph (1) of this section the Contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

(3) Withholding for unpaid wages and liquidated damages –County shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

(4) Subcontracts - The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.

25.16 Energy Conservation Requirements. The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

25.17 Access for Individuals with Disabilities. The Contractor agrees to comply with 49 U.S.C. § 5301(d), which states the Federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. The Contractor also agrees to comply with all applicable provisions of section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S.C. § 794, which prohibits discrimination on the basis of disability; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 *et seq*., which requires that accessible facilities and services be made available to individuals with disabilities; and with the Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 *et seq*., which requires that buildings and public accommodations be accessible to individuals with disabilities, and any subsequent amendments to these laws. In addition, the Contractor agrees to comply with applicable implementing Federal regulations and directives and any subsequent amendments thereto, as follows:

(1) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37;

(2) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27;

(3) Joint U.S. Architectural and Transportation Barriers Compliance board (U.S. ATBCB)/U.S. DOT regulations, "Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. Part 1192 and 49 C.F.R. Part 38;

(4) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35;

(5) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36;

(6) U.S. General Services Administration (U.S. GSA) regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19;

(7) U.S. EEOC, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630;
(8) U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; and
(9) U.S. ATBCB regulations, “Electronic and Information Technology Accessibility Standards,” 36 C.F.R. Part 1194; FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. Part 609; and

(10) Federal civil rights and nondiscrimination directives implementing the foregoing regulations, except to the extent the Federal Government determines otherwise in writing.

25.18 Bus Testing. The Contractor/Manufacturer agrees to comply with 49 U.S.C.A 5323(c) and FTA's implementing regulation at 49 CFR Part 665 and shall perform the following:

(1) A manufacturer of a new bus model or a bus produced with a major change in components or configuration shall provide a copy of the final test report to the recipient at a point in the procurement process specified by the recipient which will be prior to the recipient's final acceptance of the first vehicle;

(2) A manufacturer who releases a report under paragraph 1 above shall provide notice to the operator of the testing facility that the report is available to the public;

(3) If the manufacturer represents that the vehicle was previously tested, the vehicle being sold should have the identical configuration and major components as the vehicle in the test report, which must be provided to the recipient prior to recipient's final acceptance of the first vehicle. If the configuration or components are not identical, the manufacturer shall provide a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing;

(4) If the manufacturer represents that the vehicle is "grandfathered" (has been used in mass transit service in the United States before October 1, 1988, and is currently being produced without a major change in configuration or components), the manufacturer shall provide the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

Section 26. Conflict If there is a conflict between this Agreement and any attached item, the provisions of this Agreement shall prevail.

Section 27. Captions

The section captions used in this Agreement are for convenience of reference only and do not affect the interpretation or construction of this Agreement.

Section 28. Entire Agreement

This instrument contains the entire Agreement between the parties hereto relating to the rights herein granted and the obligation herein assumed. Any oral representations or modifications concerning this instrument shall be of no force or effect excepting a subsequent modification in writing signed by all the parties hereto.

IN WITNESS WHEREOF, the parties hereto have signed or have caused their respective names to be signed to multiple counterparts to be effective on the _____ day of _____, 2018.

FORT BEND COUNTY

_____
Robert E. Hebert, County Judge

_____
Date

TEXAS BUS SALES, INC.

Dianne Ledet
Authorized Agent- Signature

Dianne Ledet
Authorized Agent- Printed Name

Corporate Secretary
Title

02-07-18
Date

ATTEST:

_____
Laura Richard, County Clerk

REVIEWED by:

_____
Paulette Shelton
Fort Bend County Transportation Director

AUDITOR'S CERTIFICATE

I hereby certify that funds are available in the amount of **$_____** to accomplish and pay the obligation of Fort Bend County under this contract.

_____
Robert E. Sturdivant, County Auditor

Exhibit A
Scope of Services
RFP 17-044 and
Addendum
Contractor's Response and
Approved Price Sheets

COUNTY PURCHASING AGENT

Fort Bend County, Texas

Gilbert D. Jalomo, Jr., CPPB
County Purchasing Agent

(281) 341-8640
Fax (281) 341-8645

July 25, 2017

TO: All Prospective Bidders

RE: Addendum No. 1 – Fort Bend County RFP 17-044 Vans and Buses

Addendum 1: Attached is addendum 1. Vendors are to use the Addendum 1 document while preparing their response.

1. Added language to Section 11.6.

****

Immediately upon your receipt of this addendum, please fill out the following information and email this page to the Fort Bend County Purchasing Department at Norma.Weaver@fortbendcountytx.gov.

_____

Company Name

_____

Signature of person receiving addendum Date

If you have any questions, please contact this office.

Sincerely,

Debbie Kaminski, CPPB
Assistant Purchasing Agent

Fort Bend County Specification Download Acknowledgment

Request for Proposals

Term Contract for Purchase of 105 – 190 Transit Vans and Buses
for Fort Bend County Public Transportation over 5 Year Period
RFP 17-044

VENDORS MUST IMMEDIATELY RETURN THIS FORM BY EMAILING TO NORMA.WEAVER@FORTBENDCOUNTYTX.GOV

Vendor Responsibilities:

- Vendors are responsible to download and complete any addendums. (Addendums will be posted on the Fort Bend County Website no later than 48 hours prior to Opening)
- Vendors will submit responses in accordance with requirements stated on cover of document.
- Vendors may not submit responses via email or fax.

Legal Name of Contracting Company

Contact Person

Complete Mailing Address

Telephone Number Facsimile Number

Email Address

Signature Date

Fort Bend County, Texas
Request for Proposals

Term Contract for Purchase of 105 – 190 Transit Vans and Buses for Fort Bend County Public Transportation over 5 Year Period
RFP 17-044

SUBMIT PROPOSALS TO:

Fort Bend County
Purchasing Department
Travis Annex
301 Jackson, Suite 201
Richmond, TX 77469

****NOTE:**
All correspondence must include the term "Purchasing Department" in address to assist in proper delivery

SUBMIT NO LATER THAN:

Tuesday, August 1, 2017
2:00 PM (Central)

MARK ENVELOPE:

RFP 17-044
Buses

ALL RFPS MUST BE RECEIVED IN COUNTY PURCHASING OFFICE BEFORE RECEIVING DATE AND TIME SPECIFIED.
NAMES OF ALL RFPS RECEIVED WILL THEN BE READ.
RFPS RECEIVED AFTER THE SPECIFIED TIME WILL BE RETURNED UNOPENED.

Results will not be given by phone.
Results will be provided after final agreement is approved by Commissioners Court.

Fort Bend County is always conscious and extremely appreciative of your effort in the preparation of this RFP. Requests for information must be in writing and directed to:
Debbie Kaminski, CPPB
County Purchasing Agent
Debbie.Kaminski@fortbendcountytx.gov

Respondent Information

Legal Name of Contracting Company

Federal ID Number (Company or Corporation) or Social Security Number (Individual)

Telephone Number Facsimile Number

Complete Mailing Address (for Correspondence)

City, State and Zip Code

Complete Remittance Address (if different from above)

City, State and Zip Code

Authorized Representative and Title (printed)

Authorized Representative's Email Address

Signature of Authorized Representative

1.0 SCOPE OF WORK:

It is the intent of Fort Bend County to contract with one (1) or more vendors to provide transit vans and buses, totaling from 105 to 190, which meets or exceeds the specifications contained herein. The specifications contained herein are for the Fort Bend County to procure buses of multiple sizes and types over the next five (5) years.

1.1 All vehicles must be new, current production models and be ADA (Americans with Disabilities Act) accessible. It is anticipated that vehicles will be as follows:

Exhibit I Vans:	Mini-Van, ADA Accessible Type 7 5 minimum, 15 maximum
	Van, ADA Accessible Type 1 5 minimum, 10 maximum
Exhibit II Light Duty Cutaway Bus:	Bus, 24' to 26' Light Duty Type 3 40 minimum, 75 maximum
Exhibit III Medium Duty Cutaway Bus:	Bus, 32' to 37' Medium Duty Type 11 49 minimum, 62 maximum
	Bus, 39’ to 42’ Medium Duty Type 11 6 minimum, 28 maximum

1.2 Buses purchased must be capable of accommodating two (2) wheel chair positions, with fold down seats able to be used when wheel chair positions are not in use. If van size and passenger seating permits, two (2) wheel chair position will be provided. Vehicles must be designed and constructed to provide safe, economical, and reliable operation of demand response and fixed route services, suitable for extended service hours in heavy stop-and-go transit service. Overall design and construction shall be conducive to safe passenger entrance and egress and all movement within.

3.3 Contract will be awarded to the highest evaluated firms, meeting specifications, per size vehicle.

2.0 PROPOSAL SUBMISSION:

2.1 Questions:

Questions concerning this RFP must be submitted in writing to Ms Debbie Kaminski, CPPB, County Purchasing Agent, 301 Jackson, Suite 201, Richmond, Texas 77469, Debbie.Kaminski@fortbendcountytx.gov. Responses to questions will be issued in

writing only, verbal questions and responses will not be considered. Deadline for submission of questions and/or clarification is **Monday, July 24, 2017 at 2:00 PM** (Central). Requests received after the deadline will not be responded to due to the time constraints of this Proposal process.

2.2 When submitting a proposal in response to this request the following are required:

2.2.1 **One (1) original, eight (8) copies and one (1) electronic response on CD or flash drive. CD or flash drive must contain only one (1) file in PDF format and must match written response identically. Failure to provide proper CD or flash drive is cause for disqualification.**

2.2.2 Ensure that this RFP is included in your proposal and that all the information requested on the cover of this RFP is completed.

2.2.3 Provide a title page showing the RFP subject, name of Respondent, address, telephone number, fax number and email address. The title page must be signed by an officer of the firm.

2.2.4 Provide all required elements as stated.

2.3 Proprietary Information:

If a proposal includes any proprietary data or information that the respondent does not want disclosed to the public, such data or information must be clearly identified on every page on which it is found. Data or information so identified will be used by Fort Bend County officials and representatives solely for the purpose of evaluating proposals and conducting contract negotiations.

2.4 Cost of Proposal Preparation:

The cost of preparing a response to this RFP is not reimbursable to respondent or selected provider.

2.5 Modification or Withdrawal of Proposals:

Any proposal may be withdrawn or modified by written request of the respondent prior to the deadline for submission. Modifications received after the submission deadline will not be considered. No proposal may be withdrawn for a period of ninety (90) calendar days after opening without permission of Fort Bend County. Respondents will be accorded fair and equal treatment with respect to any opportunity for discussion and revision. Revisions will be permitted after submission and before final contract award for the purpose of obtaining the best and final offer.

2.6 Preparation of Proposal:

Proposals must be in correct format and complete. Respondents are expected to address all items in as much detail as necessary for Fort Bend County representatives

to make a fair evaluation of the company and the proposal.

2.7 Confidentiality of Proposals:

Proposals will be opened on the date specified on the cover page and kept secret during the process of negotiations. Only the names of the respondents will be made public at time of opening. All proposals that have been submitted shall be open for public inspection only after final contract award, subject to the requirements of the Public Information Act.

2.8 Contract Award:

Fort Bend County Commissioners Court will award the contract to the responsible company(s) who has been determined to be the best evaluated offer resulting from negotiations. Fort Bend County reserves the right to reject any or all proposals and is not obligated to award a contract pursuant to this request for proposals. Final contract may be awarded to one (1) firm or multiple firms.

2.9 Exceptions RFP:

Any and all exceptions, conditions or qualifications to the provisions contained herein must be clearly identified as such together with reasons for taking exception, and inserted in the proposal along with associated costs.

3.0 PROPOSAL CONTACT:

This Proposal is being issued by the County Purchasing Agent on behalf of Fort Bend County, Texas. Thus, responses should be directed to the Purchasing Agent, as outlined below. Respondents are specifically directed NOT to contact any County personnel for meetings, conferences or technical discussions that are related to this Proposal other than specified herein. Unauthorized contact of any County personnel will likely be cause for rejection of the Respondent's proposal. All communications regarding the Proposal shall be directed to the County's Proposal Contact. Communication with the Proposal Contact is permitted via email, facsimile, or written correspondence.

PROPOSAL CONTACT:

Debbie Kaminski, CPPB
County Purchasing Agent
Fort Bend County Travis Annex
301 Jackson, Suite 201
Richmond, Texas 77469
Debbie.Kaminski@fortbendcountytx.gov

4.0 TEXAS ETHICS COMMISSION FORM 1295:

4.1 Effective January 1, 2016 all contracts executed by Commissioners Court, regardless of the dollar amount, will require completion of Form 1295 "Certificate of Interested Parties", per the new Government Code Statute §2252.908. All vendors submitting a response to a formal Bid, RFP, SOQ or any contracts, contract amendments, renewals or change orders are required to complete the Form 1295 online through the State of Texas Ethics Commission website. Please visit:

https://www.ethics.state.tx.us/whatsnew/elf_info_form1295.htm.

4.2 On-line instructions:

4.2.1 Name of governmental entity is to read Fort Bend County.

4.2.2 Identification number is: RFP 17-044

4.2.3 Description is: Purchase of Transit Vans and Buses

4.3 Highest evaluated vendor will be required to provide the Form 1295 within three (3) calendar days from notification. In the event the vendor does not provide the document in the stated time period the vendor's response will be marked as disqualified and the next highest evaluated vendor will be contacted.

5.0 MODIFICATIONS:

This instrument contains the entire Contract between the parties relating to the rights herein granted and obligations herein assumed. Any oral or written representations or modifications concerning this instrument shall be of no force and effect excepting a subsequent written modification signed by both parties hereto.

6.0 TERM:

This contract is for the period ending **30 September 2018**, renewable annually for four (4) years (through 30 September 2022) under the terms and conditions if mutually agreeable to both parties. Either party for any reason may terminate this contract by giving thirty (30) days written notice of the intent to terminate.

7.0 TENTATIVE SCHEDULE OF EVENTS:

Release of RFP:	July 3, 2017
Pre-RFP Conference:	July 17, 2017
Deadline for Questions:	July 24, 2017
Deadline for RFA:	July 17, 2017
FBC response to RFA:	July 24, 2017

Submission Due Date:	August 1, 2017
Evaluation of Submissions:	Week of August 7, 2017
Commissioners Court Permission to Negotiate:	August 22, 2017
Negotiations:	Begin August 23, 2017
Final Contract Approval Commissioners Court:	September 5, 2017

8.0 PRE-BID CONFERENCE:

A pre-bid conference will be conducted on **Tuesday, July 11, 2017 at 10:00 AM** (CST). The pre-bid conference will be held at the Fort Bend County Purchasing Department located in the Travis Annex at 301 Jackson, Suite 201, Richmond, Texas 77469. All bidders are encouraged to attend.

9.0 REQUEST(S) FOR APPROVAL OR DEVIATION (RFA):

9.1 Request(s) for approved equal and request(s) for deviation to the technical specifications or other requirements of the solicitation document shall be submitted to Fort Bend County for evaluation by **Monday, July 17 2017 at 2:00 PM (Central).**

9.2 All request(s) for approval shall be submitted on the enclosed RFA form, with all necessary descriptive literature, technical data, or samples to clearly indicate all specifications of the item(s) or deviation(s) proposed to permit evaluation of the request and determine that they meet all requirements of the solicitation.

9.3 Individual RFA's shall include all technical data and salient characteristics of the proposed item offered to meet the specification requirement. Such technical data and salient characteristics shall cover at a minimum the installation, operation and design performance of the item offered for approval.

9.4 Request(s) for approval may be submitted by email only to Debbie Kaminski, CPPB, Assistant County Purchasing Agent at Debbie.Kaminski@fortbendcountytx.gov.

9.5 Fort Bend County will respond to RFA's by **July 24, 2017 5:00 PM (Central)**.

10.0 APPLICABLE REGULATIONS AND WARRANTIES:

10.1 Safety: Vehicles must meet all appropriate local, state and Federal Motor Vehicle Safety Standards, including but not limited to standards for impact, rollover, brakes, windshield, windows, and lights.

10.2 Pollution: Contractor must certify the vehicle being bid meets Federal Noise and Exhaust emission standards.

10.3 ADA: Vehicle must meet Federal accessibility specifications as published in the Americans with Disabilities Act (ADA) and 49 CFR Parts 27, 37 and 38 as they apply to this purchase.

10.4 Requirements: The manufacturer's standard warranty for body and chassis must be provided as well as warranty for rust-proofing and lift. Warranties must be effective the day the buyer receives and signs delivery acceptance.

10.5 Service: Contractor must be able to provide warranty and maintenance service for the vehicle in the area in which it is to be used. Contractors located outside this area must be able to arrange a maintenance agreement with one or more certified distributors located within 50 miles of the service area or within Fort Bend County. This requirement is not meant to restrict responses but to ensure the availability of maintenance and warranty service.

10.6 Open Architecture: Contractor must comply with all Federal, state and local requirements, standards and regulations as it relates to the system and subsystems, including, but not limited to fare boxes, destination signs, cameras, and AVL systems.

11.0 CERTIFICATION:

11.1 General: Contractor must provide certification that they are a fully authorized distributor of the vehicle being bid; that they are prepared to perform maintenance and warranty service, or have arranged for said service with a certified distributor in the area the vehicle will be used (must specify who); and that they can provide spare or replacement parts, or can assure access to said parts (must specify source).

11.2 Disadvantaged Business Enterprise: Contractor must certify a copy of the Transit Vehicle Manufacturer's DBE certification letter sent by the manufacturer to the Federal Transit Administration.

11.3 Pre-Award and Post-Delivery Audit: The Contractor agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

(1) Buy America: Contractor must certify that the vehicle meets FTA Buy America requirements as specified in 49 CFR parts 661. If the proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. Specifications: Contractor must certify that the vehicle meets or exceeds these specifications and must obtain approval of exceptions prior to submitting bids. As a courtesy, here is the link to more information on the Buy America requirements: http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5;node=49%3A7.1.2.1.18

(2) Solicitation Specification: The Contractor shall submit evidence that it will be capable of meeting the bid specifications.

(3) Federal Motor Vehicle Safety Standards (FMVSS): The 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 contracted buses will not be subject to FMVSS regulations.

11.3 ADA: Contractor must certify that the vehicle and related equipment meets or exceeds ADA Accessibility Specifications as published in 49 CFR Parts 27, 37 and 38 as they apply to this RFP. In the event that any of the attached specifications deviate from ADA accessibility specifications, the specifications of the higher standard will apply.

11.4 Lobbying: According to 31 U.S.C. 1352, as implemented at 49 C.F.R. Part 20, the contractor must certify and abide by the rules with respect to lobbying.

11.5 Debarment and Suspension: The contractor must certify it is neither debarred nor suspended from Federal programs under U. S. Department of Transportation regulations, "Nonprocurement Suspension and Debarment," 2 CFR Parts 180 and 1200, or under the FAR at 48 CFR Chapter 1, Part 9.4.

*11.6 Bus Testing: Contractor must provide complete Altoona Bus Testing Certification for each vehicle supplied under this agreement. Certificate can be submitted when available, but must be received prior to acceptance of the first vehicle of an order.

11.7 PTN-130: The contractor must certify to abide by these clauses and include the following clauses in each subcontract financed in whole or in part with Federal Transit Administration (FTA) funds. Vendors are certifying by reference the entire list of FTA FY 2017 Certifications and Assurances, and shall download the same at: https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/fta-fiscal-year-2017-certifications-and

11.8 Request for Change or Approved Equal: Whenever a specific trade or product name is used within this specification, the following statement applies: "… or approved equal with the same standards of quality, design and performance." **All requests for approved equals must be submitted on the Request for Approved Equal form included in this proposal document and must be approved by the County**.The contractor must submit a separate form for each requested approval for change/approved equal.

12.0 FEDERAL CLAUSES:

12.1 No Government Obligation to Third Parties. Fort Bend County and the Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to Fort Bend County, the Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract. The Contractor agrees to include this clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

12.2 Program Fraud and False or Fraudulent Statement and Related Acts. The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

12.3 Access to Records and Reports. The Contractor agrees to provide Fort Bend County, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making

audits, examinations, excerpts and transcriptions. Contractor also agrees, pursuant to 49 C.F.R. 633.17 to provide the FTA Administrator or his authorized representatives including any PMO Contractor access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309, 5311, or 5339. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

The Contractor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until Fort Bend County, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto.

12.4 Federal Changes. The Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Fort Bend County and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

12.5 Civil Rights Requirements. The following requirements apply to the underlying contract:

Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. §5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order

No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 623 and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

12.6 Disadvantaged Business Enterprise (DBE). This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.* The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. **A separate contract goal has not been established for this procurement.**

The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Fort Bend County deems appropriate. Each subcontract the Contractor signs with a subcontractor must include the assurance in this paragraph

(*see* 49 CFR 26.13(b)).

The successful proposer/offeror will be required to report its DBE participation obtained through race-neutral means throughout the period of performance.

The Contractor is required to pay its subcontractors performing work related to this Contract for satisfactory performance of that work no later than 30 days after the Contractor's receipt of payment for that work from Fort Bend County. In addition, the Contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this Contract is satisfactorily completed.

The Contractor must promptly notify Fort Bend County whenever a DBE subcontractor performing work related to this Contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The Contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without the prior written consent of Fort Bend County.

12.7 Incorporation of Federal Transit Administration (FTA) Terms. The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any Fort Bend County requests which would cause Fort Bend County to be in violation of the FTA terms and conditions.

12.8 Government-Wide Debarment and Suspension (Non-Procurement). This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Contractor is required to verify that none of the Contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The Contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by Fort Bend County. If it is later determined that the bidder or proposer knowingly rendered

an erroneous certification, in addition to remedies available to Fort Bend County, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

12.9 Buy America. The Contractor agrees to comply with 49 U.S.C. 5323(j) and 49 C.F.R. Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 C.F.R. 661.7, and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by Chrysler Corporation, and microcomputer equipment and software. Separate requirements for rolling stock are set out at 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11. Rolling stock must be assembled in the United States and have a 60 percent domestic content, subject to the Amendment below.

The FAST Act, effective October 1, 2015 amended the Buy America waiver for rolling stock to provide for a phased increase in the domestic content requirement for rolling stock from the current more than 60 percent to more than 70 percent in FY2020 and beyond. The new provisions apply based on the date of delivery of the rolling stock. Domestic content requirement over the phase of the contract period shall be the provision applicable to the year of delivery of rolling stock procured under this contract.

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

12.10 Lobbying. Contractors who apply or bid for an award of $100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

12.11 Clean Air. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq . The Contractor agrees to report each violation to the County and understands and agrees that the County will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

The Contractor also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

12.12 Clean Water. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq . The Contractor agrees to report each violation to the County and understands and agrees that the County will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

The Contractor also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

12.13 Cargo Preference- Use of United States-Flag Vessels. The Contractor agrees:

(1) to use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;

(2) to furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of -lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading.)

(3) to include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

12.14 Fly America. The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub-recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S

Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

12.15 Contract Work Hours and Safety Standards.

(1) Overtime requirements - No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages - In the event of any violation of the clause set forth in paragraph (1) of this section the Contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

(3) Withholding for unpaid wages and liquidated damages – Fort Bend County shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

(4) Subcontracts - The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts.

The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.

12.16 Energy Conservation Requirements. The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

12.17 Access for Individuals with Disabilities. The Contractor agrees to comply with 49 U.S.C. § 5301(d), which states the Federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. The Contractor also agrees to comply with all applicable provisions of section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S.C. § 794, which prohibits discrimination on the basis of disability; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 *et seq*., which requires that accessible facilities and services be made available to individuals with disabilities; and with the Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 *et seq*., which requires that buildings and public accommodations be accessible to individuals with disabilities, and any subsequent amendments to these laws. In addition, the Contractor agrees to comply with applicable implementing Federal regulations and directives and any subsequent amendments thereto, as follows:

(1) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37;

(2) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27;

(3) Joint U.S. Architectural and Transportation Barriers Compliance board (U.S. ATBCB)/U.S. DOT regulations, "Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. Part 1192 and 49 C.F.R. Part 38;

(4) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35;

(5) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36;

(6) U.S. General Services Administration (U.S. GSA) regulations, "Accommodations

for the Physically Handicapped," 41 C.F.R. Subpart 101-19;

(7) U.S. EEOC, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630;
(8) U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; and
(9) U.S. ATBCB regulations, "Electronic and Information Technology Accessibility Standards," 36 C.F.R. Part 1194; FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. Part 609; and

(10) Federal civil rights and nondiscrimination directives implementing the foregoing regulations, except to the extent the Federal Government determines otherwise in writing.

12.18 Bus Testing. The Contractor [Manufacturer] agrees to comply with 49 U.S.C. A 5323(c) and FTA's implementing regulation at 49 CFR Part 665 and shall perform the following:

(1) A manufacturer of a new bus model or a bus produced with a major change in components or configuration shall provide a copy of the final test report to the recipient at a point in the procurement process specified by the recipient which will be prior to the recipient's final acceptance of the first vehicle;

(2) A manufacturer who releases a report under paragraph 1 above shall provide notice to the operator of the testing facility that the report is available to the public;

(3) If the manufacturer represents that the vehicle was previously tested, the vehicle being sold should have the identical configuration and major components as the vehicle in the test report, which must be provided to the recipient prior to recipient's final acceptance of the first vehicle. If the configuration or components are not identical, the manufacturer shall provide a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing;

(4) If the manufacturer represents that the vehicle is "grandfathered" (has been used in mass transit service in the United States before October 1, 1988, and is currently being produced without a major change in configuration or components), the manufacturer shall provide the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

13.0 SPECIFICATIONS:

Exhibit I Vans:	Van, ADA Accessible Type 1 Mini-Van, ADA Accessible Type 7
Exhibit II Light Duty Cutaway Bus:	Bus, 24' to 26' Light Duty Type 3
Exhibit III Medium Duty Cutaway Bus:	Bus, 32' to 37' Medium Duty Type 11 Bus, 39’ to 42’ Medium Duty Type 11

14.0 PRICING:

All vendors must submit pricing utilizing the Excel pricing spreadsheets provided.

15.0 PURCHASE ORDER AND DELIVERY:

The contractor shall not deliver products or provide services without a Fort Bend County Purchase Order, signed by an authorized agent of the Fort Bend County Purchasing Department. The fastest, most reasonable delivery time shall be indicated by the proposer in the proper place on the pricing sheet. Any special information concerning delivery should also be included, on a separate sheet, if necessary. All items shall be shipped F.O.B. inside delivery unless otherwise stated in the specifications. This shall be understood to include bringing merchandise to the appropriate room or place designated by the using department. Every tender or delivery of goods must fully comply with all provisions of these requirements and the specifications including time, delivery and quality. Nonconformance shall constitute a breach, which must be rectified prior to expiration of the time for performance. Failure to rectify within the performance period will be considered cause to reject future deliveries and cancellation of the contract by Fort Bend County without prejudice to other remedies provided by law. Where delivery times are critical, Fort Bend County reserves the right to award accordingly.

16.0 ESCALATION CLAUSE:

Successful respondent may apply for a price increase to the Fort Bend County Commissioners Court. Price increase will be the amount increased to the vendor from his supplier. Written documentation of the increase must be provided to the Purchasing Agent. No application for a price increase may be submitted within the first six (6) months of this contract. The cumulative total of approved percentage increases cannot exceed 25% of the original proposed price over the course of the contract.

17.0 EVALUATION CRITERIA:

In order to facilitate the analysis of responses to this Proposal, Respondents are required to prepare their proposals in accordance with the instructions outlined in this part. Proposals should be prepared as simply as possible and provide a straightforward, concise description of the Respondent’s capabilities to satisfy the requirements of the Proposal. Emphasis should be concentrated on

accuracy, completeness, and clarity of content. All parts, pages, figures, and tables should be numbered and clearly labeled.

17.1 Respondents are required to follow the outline below when preparing their proposals:

Tab	Title
	Title Page
	Table of Contents
	Executive Summary
1	Pricing
2	Understand Requirements
3	Firm Experience
4	Required forms

17.2 Any exceptions to the Proposal requirements shall be identified in the applicable section.

17.3 Proposals shall be single-sided using 12 point or greater font size. Proposal pages shall be numbered and bound, or in a 3-ring binder with the proposing Respondent's name clearly indicated on the cover.

17.4 Executive Summary - This section should be limited to a brief narrative highlighting the company's background and experience. Narrative should clearly demonstrate compliance with qualifications listed in the RFP specifications. Include length of time the company has been in business.

17.5 Respondents will be evaluated utilizing the factors, as weighted below:

Tab 1 Overall completeness of submission & understanding of requirements (weight factor = 15%)

- All required forms, quality of proposal, and adherence to instructions.
- Respondents must express, in detail, their understanding of the specifications. In addition, must provide floor plans and manufacturer information for each item.

Tab 2 Firm Reputation and Performance (weight factor = 25%)

- Provide documentation of a minimum of five (5) years' in business including the Proposer's overall organizational and financial capabilities and key components such as organizational reporting structure, quality control, quality assurance, research and development, technical, training and parts support, response time, product capabilities, and financial history.

- Such experience must be in the form of providing transit vans and/or buses to state/municipal/county government. Specific experience in providing fleet vehicles meeting Federal Transit Administration requirements for public transportation operations should also be detailed.

- List a minimum of three (3) references within the last five (5) years; provide the name and location of client, date of delivery, item delivered, completion time for delivery, contact person with phone number and email address and if the delivery was for vehicles meeting Federal Transit Administration requirements for public transportation operations. Rating will be based on the capability and reputation of Proposer as presented in the Proposal or as determined by a review of list of references.

- Provide details of any past or pending judgements, liens, fleet defect history, and warranty claims as well as the efforts taken to resolve concerns.

Tab 3 Product Design and Performance (weight factor = 25%)

- Vehicle construction and system design, as well as documented reliability and other design and performance elements of the components that comprise those systems. At a minimum, test results, safety and maintenance factors, and cost of normal operation for the bus design and system components proposed will be considered in determining a final value for this factor.

Tab 4 Pricing (weight factor = 20%)

- Complete Excel pricing spreadsheets.

Tab 5 Delivery Schedule (weight factor = 15%)

- The proposed delivery for the minimum purchase of buses/vans.

18.0 EVALUATION PROCESS:

18.1 After the proposals are received, the evaluation team shall evaluate each proposal that was submitted on time, and the evaluation shall be based on the criteria listed in the proposal. Selection committee members will conduct a quantitative evaluation according to a numerical ranking system and a qualitative evaluation for over all proposal content and its conformance to requirements. The entire evaluation committee will then meet to discuss the strong and weak points of each proposal to assure that it has been evaluated fairly, impartially and comprehensively. Following

this initial evaluation, the evaluation team may recommend contract award without further discussion with Respondents, or the firms submitting the top rated proposals may be asked to make an oral presentation to the evaluation team for the propose of further clarification and evaluation of the proposals.

18.2 If oral presentations are scheduled, the representatives of the firm who will be directly assigned to the account must be present at the interview. During the interview portion of the meeting, the evaluation team shall advise the Respondent of deficiencies in the proposal and shall allow the Respondent to satisfy the requirements, questions, or concerns by submitting a final offer. The Respondent may decide not to modify their proposal and may inform Fort Bend County that the offer is firm and final.

18.3 The evaluation team shall not disclose any information included in a firm's proposal to another firm during the RFP process and shall not disclose any information for the purpose of bringing one firm's proposal up to that of a competitor's proposal.

18.4 After final offers are received, the evaluation team shall reevaluate each of the final offers, including those deemed final at the interview. The final offers shall be evaluated on the same criteria used in the first evaluation.

18.5 Fort Bend County reserves the right to reject any and all proposals received for any reason that would be to the benefit of Fort Bend County.

18.6 All proposals submitted are to be valid for a period of ninety (90) days.

19.0 AWARD:

Proposals will be opened on the date specified on the cover page and kept secret until the Fort Bend County Commissioners Court awards a final negotiated contract. Only the names of the respondents will be read aloud during the opening. All proposals that have been submitted shall be open to public inspection after the contract award.

20.0 PUBLIC TRANSPORTATION REQUIREMENTS ATTACHMENTS:

All vendors submitting are required to complete the attached and return with submission:

Attachment A – Warranty Certification

Attachment B - Transit Vehicle Manufacturers Certification of Compliance with 49 CFR Part 26.49

Attachment C – Pre-Award and Post Delivery Audit Requirements Certification

Attachment D – Certificate of Compliance with Buy America Rolling Stock Requirements

Attachment E – Proposer Self Certification

Attachment F – FMVSS (Federal Motor Vehicle Safety Standards) Certification

Attachment G – Certification Regarding Lobbying

Attachment H – Certification Regarding Government-Wide Debarment and Suspension (Nonprocurement)
Attachment I – Certificate of Compliance with FTA's Bus Testing Requirements

Attachment J – Texas Department of Transportation Form PTN-130 Consolidated Certification Form

Attachment K – Request for Change or Approved Equal

21.0 ADDITIONAL REQUIRED FORMS:

All vendors submitting are required to complete the attached and return with submission:

20.1 Vendor Form

20.2 W9 Form

20.3 Tax Form/Debt/Residence Certification

22.0 NAIC CODES:

The following NAIC codes (336211, 336120 and 226112) are set for this project; however, they are not all inclusive. Fort Bend County utilizes the following website:
http://www.txdot.gov/business/partnerships/tucp.html

VEHICLE SPECIFICATIONS FOR:

ADA Accessible Mini-Vans Full Size Passenger Vans

SECTION 1: GENERAL REQUIREMENTS

A. Vehicles proposed may be purpose built for light transit or converted to a transit vehicle from a sports van, passenger van or wagon, or delivery vehicle.

B. The vehicles shall be able operate daily on all urban, suburban and rural primary and secondary roads within the state of Texas.

C. The vehicles proposed shall be the chassis manufacturer's current production year, 2017 Model Year or newer. The basic vehicle, both chassis and any conversion, must be a current year factory production model that is catalogued by the manufacturer and for which manufacturer's published literature and printed specifications are currently available. The manufacturer shall be ISO 9001:2000 certified. **A copy of this certification must accompany the proposal submittals.**

D. Detailed floor plans with dimensions are to be provided with each proposal response showing seating arrangements, interior layout of the vehicle, and seat spacing between ambulatory seats (to include spacing between wheelchair positions/flip seats).

E. These specifications reflect the County's preference as to dimensions, materials and major components. However, the vendor shall not omit any part or detail, which goes to make the vehicle complete and ready for service, even though such part or detail is not mentioned in these specifications.

F. All units or parts used in the assembly of the final product shall be manufacturer's best quality and shall conform in material, design or workmanship to the best practice known in the transit industry. All parts shall be new and in no case shall used, reconditioned, or obsolete parts be accepted.

G. The price quoted in any proposal submitted shall include all items of labor, material, tools, equipment, and other costs necessary to fully complete the manufacture and delivery of the vehicles pursuant to these specifications. It is the intent of these specifications to provide and require a complete vehicle of the type prescribed ready for operation. The Vendor shall assume sole responsibility for the entire vehicle as to warranty and after-sales parts and service. This includes the pick-up and delivery of the vehicle.

H. Whenever a specific trade or product name is used within this specification, the following statement applies: "… or approved equal with the same standards of quality, design and performance." **All requests for approved equals must be submitted on the Request for Approved Equal form included in this proposal document and must be approved by the County**.

I. Vehicle inspection and delivery will be completed at 230 Legion Drive, Richmond, TX 77469, as described in Section 15 for this request for proposal.

J. Delivery: Maximum of 180 calendar days from date of the purchase order. Pre- delivery servicing and adjustments: prior to acceptance by the purchaser, the contractor shall service and adjust each vehicle for operation. This process shall include, but not be limited to the following:

1. All accessories properly adjusted
2. Electrical, braking and suspension systems inspected
3. Battery checked
4. All lubricants checked
5. Cooling system level checked
6. Exterior and interior cleaned and washed
7. A 60-day Temporary Tag must be delivered with each vehicle.
8. Must be aligned upon delivery and proper verification provided.
9. Each vehicle should be delivered with four (4) sets of keys.
10. All vehicles ordered on same purchase order should be keyed alike. Exception may be made if ignition keys contain an electronic chip.

SECTION 2: LEGAL REQUIREMENTS

Pre-Award and Post-Delivery Audit: The Contractor agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

A. Buy America: Contractor must certify that the vehicle meets FTA Buy America requirements as specified in 49 CFR parts 661. If the proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. Specifications: Contractor must certify that the vehicle meets or exceeds these specifications and must obtain approval of exceptions prior to submitting proposals. As a courtesy, here is the link to more information on the Buy America requirements:
http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5;node=49%3A7.1.2.1.18

B. ADA: Contractor must certify that the vehicle and related equipment meets or exceeds ADA Accessibility Specifications as published in 49 CFR Parts 27, 37 and 38 as they apply to this proposal. In the event that any of the attached specifications deviate from ADA accessibility specifications, the specifications of the higher standard will apply.

C. The vehicles shall meet all applicable Federal Motor Vehicle Safety Standards (FMVSS), Federal Motor Carrier Safety Regulations (FMCSR), and the

Environmental Protection Agency (EPA) regulations in effect at the date of manufacture and the Manufacturer shall so certify. Manufacturers must be certified by the National Traffic Safety Administration to manufacture or alter vehicles in accordance with the Code of Federal Regulations, Title 49, Parts 567-568. The vehicle must comply with all Federal Transit Administration (FTA) recommended fire safety practices to the maximum extent possible in accordance with requirements of 49 U.S.C. 5323(e). The bus shall comply with all federal, state, and local regulations including the Altoona test certification requirements. The vehicle shall also comply with all standards of the Americans with Disabilities Act (ADA) and its implementing regulations in effect at the date of manufacture.

In the event of any conflict between the requirements of this Specification and any applicable legal requirements, then the legal requirements shall prevail.

D. ALTOONA BUS TESTING: Vendors that are offering vehicles (either as a base vehicle or with optional engines or modifications to the fuel system) are required to test at a minimum for 4-year/100,000 mile service life to CFR 49 part 665. Final test report (hardcopy and electronic version on CD) shall be submitted with the proposal. Altoona test must be completed and a satisfactory test report provided to the County prior to final acceptance of the first vehicle by the County. Failure to comply with this requirement will result in nullification of conditional award. Vendors may not offer buses using the FTA's demonstrator/prototype model Altoona test exemption provision for five (5) or less vehicles for sale under this contract. Prior to acceptance of first vehicle, the structure of the bus shall have undergone appropriate structural testing and/or analysis, including FTA required Altoona testing, to ensure adequacy of design for the urban transit service. Any items that required repeat repairs or replacement must undergo the corrective action with supporting test and analysis. A report clearly describing and explaining the failures and corrective actions taken to ensure any and all such failures will not occur shall be submitted to the County.

SECTION 3: VEHICLE CLASS AND OVERALL DIMENSIONS

I. Type 7– Mini-Van Conversion

WHEELBASE 121" - Seating for 5/0 or 0/2 plus driver

ADA Compliant Lowered-Floor Minivan (Dodge Grand Caravan SE or approved equal)
Quantity of 5- 15

A. Body Specifications: Conversion of a minivan by modifying the existing sidewalls and floor shall require construction that maintains OEM structural equivalent. All metal components that are added shall be welded by qualified operators and made corrosion resistant through a commercial primer application or the use of stainless steel material.

1. **Interior Height**: Conversion shall provide a minimum clearance of 61" at the vehicle center of the interior roof.

2. **Body Length:** Chassis shall not exceed 202.5" in length.

3. **Paint**: The basic vehicle factory color shall be OEM standard white, with other available OEM factory colors optional upon request.

B. **Capacity**: This minivan shall be capable of transporting a minimum of two (2) passengers seated in mobility aids, in addition to the driver. The vehicle is convertible to at least five (5) ambulatory passengers, plus the driver, with (2) passenger fold down jump seat (Freedman Seating or approved equal). This minivan shall be made ADA compliant through a modification whereby the vehicle floor area is cut from the engine firewall to the rearmost passenger seat and lowered to meet minimum ADA door opening height requirement (56"). No modification to any portion of the vehicle roof in meeting the ADA door opening height requirement. A 30" usable clear width manual, 90-degree swing-away, fold-up mobility aid ramp is to be mounted vertically and inboard of the curbside passenger sliding door, and two (2) mobility aid positions will be provided.

C. **Chassis**: The model shall be a 2017 or newer Dodge Grand Caravan SE or approved equal. Chassis must be equipped with (SER) Load Leveling and Height Control.

1. **Engine**: 3.6 L, V-6, gasoline engine with electronic fuel injection.
2. **Stereo**: Stereo shall be OEM AM/FM stereo with factory installed speakers.
3. **Transmission**: 6-speed automatic, electronically controlled with overdrive
4. **Radiator and Cooling system**: OEM Standard, with coolant recovery system factory installed; 50-50 mixture of factory specified antifreeze and water.
5. **Brakes**: The vehicle shall be equipped with 4-wheel disc brakes and a factory Anti-Lock Brake System.
6. **Parking Brake**: The vehicle shall be equipped with the factory OEM parking brake assemblies and dash warning light.
7. **Tilt Wheel, Cruise control and Power Steering**: The vehicle shall be provided with an OEM tilt steering wheel, cruise control, and OEM power steering.
8. **Wheelbase**: The minivan shall have a 121" minimum wheelbase.
9. **GVWR**: The chassis shall offer a minimum GVWR of 6050#. The vehicle as converted shall not exceed the OEM chassis GVWR with 6 passengers.

D. **Control Interlock**: The ramp door shall be interlocked with the vehicle transmission to ensure the vehicle cannot be shifted out of park while the right side slide door is ajar.

E. **Doors:**

1. **Passenger Doors and Stepwells**: The minivan shall have standard OEM driver and passenger front doors; one manual left side rear door (extended to floor level), and one manual right side mobility aid accessible rear door. The manual left side sliding door shall be OEM and extended to floor level to provide a minimum entry height of 56". This door shall be equipped with an interlock system so that the door cannot be opened from the inside or outside when fuel door is open. The manual right side mobility aid accessible entry door shall offer a minimum opening height of 56", a minimum usable ramp width of 30", and a maximum of 12" floor-to-ground height. Door extensions shall be constructed of Aluminized steel or

stainless steel. Both sliding doors shall have a mechanism to securely hold doors in open position when vehicle is on a hill.

2. **Passenger Door Tracks**: Sliding doors must have reinforced glides with an added stop brace to prevent doors from sliding off track. Door tracks shall be reinforced or strengthened beyond OEM standards as needed in all areas of contact with sliding door arms.
3. **Sliding Passenger Door Arms/Brackets**: Reinforcement of the sliding door components shall at a minimum be adequate to support the excess weight created by the door extensions. Under normal closure conditions, there should be no evidence of door track flexing or wobbling.
4. **Door Locks**: Power with child-protection door locks for rear doors.
5. **Rear Door Emergency Exit**: The rear cargo door shall be provided with a quick release, manual override for opening the door from inside the vehicle, capable of opening the door even if the door is locked. The vehicles override device shall be spring loaded and mounted on the inside of the rear door to prevent accidental release. A decal shall be provided showing operating instructions.

F. **Electrical**: Each vehicle shall have a 12-volt electrical charging system as supplied from the OEM. All electrical wiring shall be automotive stranded copper, of sufficient gauge to handle the load, color-coded to match the OEM. All harnesses that are modified or added to the vehicle will be secured to the frame/body at a maximum of two feet intervals with insulated clamps, adhesive tape, etc. All exposed terminals and wiring shall be protected from the elements using sealed terminals or heat shrink where necessary. Exposed wires will be wrapped or loomed in corrosion/moisture-resistant material.

1. **Battery**: Vehicle shall have the heaviest-duty available factory installed battery. Battery cables and connectors shall be OEM (600 cca, 12 volt maintenance free).
2. **Alternator**: Alternator shall be factory installed, heaviest duty available (160 amp minimum).
3. **Farebox**: Fare box shall be mounted with trip handle toward driver. It shall be mounted on a stanchion, adequately braced, located near the driver and easily accessible to passengers entering the vehicle. An amber or indirect fare box light shall be connected to the dash instrument lights. Two interchangeable lockable fare box vaults and fare box, keyed alike with a double set of keys for each lock shall be supplied. Vault and fare box exteriors shall be marked with key reference. The County is currently using Diamond XV Rectangular Fare boxes or approved equal.
4. **Wiring Harness**: USB compatible wiring harness capable of connecting to any number of various wiring tips should be terminated near fare box location to provide for installation of RAM mounts and connectivity to tablets upon delivery.

G. **Exhaust**: The exhaust system shall be stainless steel.

H. **Flooring:**

1. **Covering Material**: 2.2 mm thick commercial grade vinyl transit floor covering shall cover the entire floor surface. Flooring should also possess anti-skid properties (Altro Transflor Meta series or equivalent).
2. **Floor Assembly**: The lowered floor skin shall be constructed of 11 ga. steel. The frame rails shall be made of 11 ga, 2 x 3 rectangular tubing; the floor shall be reinforced with 11 ga. formed channel cross ribs. The use of any type of plywood material in the sub floor will not be accepted. The floor shall be lowered from the front firewall to just before the rear axle. The width of the floor shall extend from side doorsill to side doorsill. Mobility aid restraint tracks and seat locks shall be beveled, with no sharp edges and will protrude no more than ¼" above floor surface.
3. **Sub Floor:** Altro Transflor 3/8" sound damping and heat transfer insulation or equivalent.

I. **Fuel Tank**: Fuel tank shall be OEM with OEM capacity of (20) gallons minimum. Tank, fuel lines, and hardware must meet all current FMVSS, including FMVSS 301, as well as all current CARB and EPA requirements and must be OEM equivalent in connection types, etc. The use of worm clamps is limited to that of the OEM. Tank shall be calibrated with the OEM dash fuel gauge.

J. **Grab Handles**: All seats and restraints in the vehicle as specified must comply with current FMVSS standards. Grab handles shall be installed, OEM are acceptable.

K. **Ground Effects**: Flares shall be constructed of formed plastic and painted to match the exterior color of the vehicle. A molded step shall be incorporated into the driver and passenger front flares to aid entry and egress via the front doors. Beneath the flare's molded step surface shall be an adjustable steel support structure capable of supporting 400 lbs. with less than 1/8" deflection, which fastens directly to the vehicle's body structure. The flare's molded step surface shall have a minimum clear vertical width of 4.5", a minimum length of 18", and utilize an anti-skid material which defines the step surface.

L. **Heating and Air Conditioning (front & rear)**: An OEM heating/defrosting and air conditioning system with vents front and rear shall be provided. All lines and hoses shall be sufficiently fastened, protected, and insulated to ensure against wear from friction and the elements. The lines must be mechanically attached, with OEM clamps, to the vehicle structure at no greater than 18 inch intervals and must be routed so as not to be exposed to wheel spray and not pass within 2 inches of any part of the exhaust system. Conversion shall not impede access to front and rear air conditioning components.

M. **Keys**: Must have four 4 sets of keys

N. **Interior Lighting**: Overhead and lower lighting shall be installed in the interior center seat row of the vehicle that provides not less than two foot-candles of illumination at the entrance area. This system shall illuminate automatically when the vehicle front or sliding doors are open. All accessory vehicle lighting shall conform to ADA 49 CFR, Part 38, Subpart B.

O. Interior Panels: All interior panels shall be OEM or OEM equivalent. Panel fastening devices shall match the color of the panels. The interior shall provide a pleasant atmosphere, be aesthetically pleasing, and contain smooth finishes without any unprotected sharp edges. The basic vehicle interior shall be gray. All interior panels shall meet FMVSS 302.

P. License Plates: All brackets, bolts, nuts and miscellaneous fasteners for attaching front and rear license plates to the vehicles shall be provided by the successful Vendor. Front and rear license plates holders must be mounted/bracketed to safety bumper by vendor prior to delivery to the County. License plate holders for the rear are to be illuminated by LED lights.

Q. Line Protection: All metal, plastic, and rubber fluid lines beneath the vehicle that are altered or exposed as a result of floor modification shall be secure and reasonably protected from road damage. Any fuel and brake line modification/alteration must be of OEM equivalent material or workmanship. Straightening and rebending OEM brake or fuel lines is strictly prohibited.

R. Mobility:

1. **Mobility Aid/Occupant Restraint Systems**: Each vehicle shall be equipped with two (2) Q'Straint "M" series or equivalent forward facing mobility aid securement and occupant restraint system. The system shall utilize flanged "L" continuous track, capable of securing a variety of common mobility aid designs and accommodate a wide range of occupant sizes. All attachment hardware and anchorages shall meet or exceed the 30 mph/20 Impact Test criteria per SAE J2249, 36 CFR Part 1192 and CFR Part 38, and all applicable Federal Motor Vehicle Safety Standards, as amended. Each securement position system shall consist of four (4) adjustable securement strap assemblies that attach to the structural frame of the mobility aid at four separate points and anchor into the track on the vehicle floor at four separate points. Each securement system shall have a corresponding occupant restraint system. The occupant restraint system shall consist of an adjustable lap and a shoulder belt and shall meet all applicable Federal Motor Vehicle Safety Standards.

2. **Mobility Aid Ramp**: The vehicle shall be equipped with a manually operated, 90-degree swing-away mobility access ramp which stows vertically and folds and unfolds through the right side door. The installed ramp shall not obstruct the view of the driver through any vehicle window. The ramp shall have a minimum usable width of 30" and a slope meeting the requirements of ADA, 49 CFR. The ramp surface shall be continuous and made skid resistant through powder coating. It shall have no protrusions from the surface greater than ¼" and shall accommodate both four-wheel and three-wheel mobility aids. The ramp shall have a rated capacity of 800 lbs, with a safety factor of at least three (3) based on the ultimate strength of the material. Each side of the ramp shall have protective barriers at least two (2) inches high to prevent mobility aids from rolling off of the ramp edge.

S. **Passenger Restraint:** Restraints shall be furnished for all passengers, consisting of shoulder seatbelts and/or lap belts. Each belt shall be equipped with an automatic retractor. Securement devices, both for ambulatory and mobility aid passengers, shall meet all State and Federal Standards. A minimum of two (2) seat belt extenders should be provided with each vehicle.

T. **Sealant, Rustproofing, and Undercoating**: All exposed floor seams shall be sealed with an industrial grade butyl sealant or equivalent which conforms to ASTM C920. The entire surface of exterior lowered floor shall have a rust inhibiting coating, such as an epoxy primer base, applied to cover all welded areas, and then a fresh application of undercoating over the entire surface. Undercoating shall comply with current Federal and State flammability standards.

U. **Seats: All seats shall be OEM vinyl and the County will have the option to choose specific colors at the time when each order is placed.**

1. **Front Seats**: The front passenger seat shall be OEM, matching the driver's seat. The seat base shall be adapted to permit easy roll out for mobility aid access/securement. The seat shall lock and unlock easily from the floor area.

2. **Rear Seat**: The rearmost passenger seat shall be the OEM rear bench seat, capable of comfortably accommodating two adult passengers and is to be covered with OEM upholstery to match the driver and front passenger seats.

V. **Suspension**: The rear suspension shall incorporate a hydraulic suspension system capable of providing load leveling and height control to meet ADA requirements and for improved ground clearance. Spacers may be added to front and new coil spring added to rear suspension to maintain ground clearance and ADA requirements; otherwise rear suspension shall be retained as supplied by OEM chassis manufacturer with minimal modifications. There must be a minimum of five (5) inches clearance between the break-over angle position of the vehicle exhaust pipe and level ground when loaded with 1100 lbs. maximum. Vertical damping of the suspension shall be accomplished by OEM shock absorbers that shall maintain their effectiveness for at least standard OEM warranty period without repairs in normal service. Front and rear suspension systems shall be the heaviest duty OEM equipment available. Suspension system components shall be matched and tuned to provide maximum load capacity, ride quality, stability, and desirable steering and handling characteristics. The vehicle shall be tested to FMVSS 126 Electronic Stability Control Test.

W. **Wheels**: The minivan shall be equipped with five (5) Stamped Steel wheels with Painted Bolt-on Wheel Covers, 17" minimum. Tires shall be steel belted radials, as provided by the OEM for the chassis specified. The full size spare tire shall be mounted behind the rear bench seat in the cargo compartment of the vehicle. Tire changing equipment, as provided by the OEM, shall include a jack of sufficient strength/capacity, and other tools necessary for changing the mounted tires, shall be stored in a compartment/container within the vehicle.

III. Type 1– ADA Full Size Van
WHEELBASE 148" - Seating for 4/2, 6/1, or 12/0 plus driver
ADA Compliant Full Size Passenger Van (Ford Transit or approved equal)
Quantity of 5-10

A. Body Specifications: All metal components that are added shall be welded by qualified operators and made corrosion resistant through a commercial primer application or the use of stainless steel material.

1. **Interior Height:** Minimum clearance of 67" at the vehicle center of the interior roof.
2. **Paint**: The basic vehicle factory color shall be OEM standard white, with other available OEM factory colors optional upon request.

B. Capacity: This full size or XL van shall be capable of transporting a minimum of four (4) ambulatory adult forward-facing seated passengers and two (2) passengers seated in mobility aids, in addition to the driver. The vehicle is convertible to at least six (6) ambulatory passengers, plus the driver, with (2) passenger fold down jump seat (Freedman Seating or equivalent). This van shall be ADA compliant without modification to meet minimum ADA door opening height requirement (56").

C. Chassis: The model shall be a 2017 or newer Ford Transit or approved equal. Chassis must be equipped with (SER) Load Leveling and Height Control.

1. **Engine**: 3.5 L (Ecoboost) or 3.7L, V-6, gasoline engine with electronic fuel injection.
2. **Stereo**: Stereo shall be OEM AM/FM stereo with CD and factory installed speakers.
3. **Transmission**: 6-speed automatic, electronically controlled with overdrive
4. **Radiator and Cooling system:** OEM Standard, with coolant recovery system factory installed; 50-50 mixture of factory specified antifreeze and water.
5. **Brakes**: The vehicle shall be equipped with 4-wheel disc brakes and a factory Anti-Lock Brake System. Parking Brake: The vehicle shall be equipped with the factory OEM parking brake assemblies and dash warning light.
6. **Tilt Wheel, Cruise control and Power Steering:** The vehicle shall be provided with an OEM tilt steering wheel, cruise control, and OEM power steering.
7. **Wheelbase**: The van shall have a 148" minimum wheelbase.
8. **GVWR**: The chassis shall offer a minimum GVWR of 10,360 lbs. The vehicle as converted shall not exceed the OEM chassis GVWR with 6 passengers.

D. Control Interlock: The lift door shall be interlocked with the vehicle transmission to ensure the vehicle cannot be shifted out of park while the right side slide door is ajar.

F. Doors:

1. **Passenger Doors and Stepwells**: The van shall have standard OEM driver and passenger front doors; one manual sliding passenger side door (extended to floor level), and one manual mobility aid accessible rear door. The rear mobility aid accessible entry door shall offer a minimum opening height of 56", a minimum usable ramp width of 30", and a maximum of 12" floor-to-ground height
2. **Door Locks**: Power with child-protection door locks for rear doors.
3. **Rear Door Emergency Exit**: The rear cargo door shall be provided with a quick release, manual override for opening the door from inside the vehicle, capable of opening the door even if the door is locked. The vehicles override device shall be spring loaded and mounted on the inside of the rear door to prevent accidental release. A decal shall be provided showing operating instructions.

G. Electrical: Each vehicle shall have a 12-volt electrical charging system as supplied from the OEM. All electrical wiring shall be automotive stranded copper, of sufficient gauge to handle the load, color-coded to match the OEM. All harnesses that are modified or added to the vehicle will be secured to the frame/body at a maximum of two feet intervals with insulated clamps, or adhesive tape, etc. All exposed terminals and wiring shall be protected from the elements using sealed terminals or heat shrink where necessary. Exposed wires will be wrapped or loomed in corrosion/moisture-resistant material.

1. **Battery**: Vehicle shall have the heaviest-duty available factory installed battery. Battery cables and connectors shall be OEM (600 cca, 12 volt maintenance free).
2. **Alternator**: Alternator shall be factory installed, heaviest duty available (220 amp minimum).
3. **Farebox**:Vehicle shall be provided with wiring for possible addition of a farebox at a later date. Wiring for fare box circuit shall be two (2) No. 14 insulated wires in vinyl tubing, one energized by the dash instrument lights with protective circuit breaker and the other to ground. The County is currently using Diamond XV Rectangular Fare boxes.
4. **Wiring Harness:** USB compatible wiring harness capable of connecting to any number of various wiring tips should be terminated near farebox location to provide for installation of RAM mounts and connectivity to tablets upon delivery.

H. Exhaust: The exhaust system shall be stainless steel.

I. Flooring:

1. **Sub Floor**: Altro Transflor 3/8" sound damping and heat transfer insulation or equivalent.
2. **Floor Covering Material**: 2.2 mm thick commercial grade vinyl transit floor covering shall cover the entire floor surface. Flooring should also possess anti-skid properties (Altro Transflor Meta series or approved equal).
3. **Floor Assembly**: The lowered floor skin shall be constructed of 11 ga. steel. The frame rails shall be made of 11 ga, 2 x 3 rectangular tubing; the floor shall be reinforced with 11 ga. formed channel cross ribs. The use of any type of plywood material in the

sub floor will not be accepted. The floor shall be lowered from the front firewall to just before the rear axle. The width of the floor shall extend from side doorsill to side doorsill. Mobility aid restraint tracks and seat locks shall be beveled, with no sharp edges and will protrude no more than ¼" above floor surface.

J. Fuel Tank: Fuel tank shall be OEM with OEM capacity of (25) gallons minimum. Tank, fuel lines, and hardware must meet all current FMVSS, including FMVSS 301, as well as all current CARB and EPA requirements and must be OEM equivalent in connection types, etc. The use of worm clamps is limited to that of the OEM. Tank shall be calibrated with the OEM dash fuel gauge.

K. Front and Rear Heating and Air Conditioning: An OEM heating/defrosting and air conditioning system with vents front and rear shall be provided. All lines and hoses shall be sufficiently fastened, protected, and insulated to ensure against wear from friction and the elements. The lines must be mechanically attached, with OEM clamps, to the vehicle structure at no greater than 18 inch intervals and must be routed so as not to be exposed to wheel spray and not pass within 2 inches of any part of the exhaust system.

L. Grab Handles: Grab handles shall be installed, OEM are acceptable. All seats and restraints in the vehicle as specified must comply with current FMVSS standards.

M. Interior Lighting: Overhead and lower lighting shall be installed in the interior center seat row of the vehicle that provides not less than two foot-candles of illumination at the entrance area. This system shall illuminate automatically when the vehicle front or side doors are open. All accessory vehicle lighting shall conform to ADA 49 CFR, Part 38, Subpart B.

N. License Plates: All brackets, bolts, nuts and miscellaneous fasteners for attaching front and rear license plates to the vehicles shall be provided by the successful Vendor. Front and rear license plates holders must be mounted/bracketed to safety bumper by vendor prior to delivery to the County. License plate holders for the rear are to be illuminated by LED lights.

O. Line Protection: All metal, plastic, and rubber fluid lines beneath the vehicle that are altered or exposed as a result of floor modification shall be secure and reasonably protected from road damage. Any fuel and brake line modification/alteration must be of OEM equivalent material or workmanship. Straightening and rebending OEM brake or fuel lines is strictly prohibited.

P. Interior Panels: All interior panels shall be OEM or OEM equivalent. Panel fastening devices shall match the color of the panels. The interior shall provide a pleasant atmosphere, be aesthetically pleasing, and contain smooth finishes without any unprotected sharp edges. The basic vehicle interior shall be gray. All interior panels shall meet FMVSS 302.

Q. Mobility Aides:

1. **Occupant Restraint Systems**: Each vehicle shall be equipped with one (1) Q'Straint "M" series or equivalent forward facing mobility aid securement and occupant restraint system. The system shall utilize flanged "L" continuous track, capable of securing a variety of common mobility aid designs and accommodate a wide range of occupant sizes. All attachment hardware and anchorages shall meet or exceed the 30 mph/20 Impact Test criteria per SAE J2249, 36 CFR Part 1192 and CFR Part 38, and all applicable Federal Motor Vehicle Safety Standards, as amended. Each securement position system shall consist of four (4) adjustable securement strap assemblies that attach to the structural frame of the mobility aid at four separate points and anchor into the track on the vehicle floor at four separate points. Each securement system shall have a corresponding occupant restraint system. The occupant restraint system shall consist of an adjustable lap and a shoulder belt and shall meet all applicable Federal Motor Vehicle Safety Standards.

2. **Lift**: The vehicle shall be equipped with an electro-hydraulic mobility access lift which stows through the rear doors. The installed lift shall not obstruct the view of the driver through any vehicle window. The lift shall have a minimum usable width of 30" and a slope meeting the requirements of ADA, 49 CFR. The lift surface shall be continuous and made skid resistant through powder coating. It shall have no protrusions from the surface greater than ¼" and shall accommodate both four-wheel and three-wheel mobility aids. The lift shall have a rated capacity of 800 lbs, with a safety factor of at least three (3) based on the ultimate strength of the material. Each side of the lift shall have protective barriers at least two (2) inches high to prevent mobility aids from rolling off of the lift edge.

R. Sealant, Rustproofing, and Undercoating: All exposed floor seams shall be sealed with an industrial grade butyl sealant or equivalent which conforms to ASTM C920. The entire surface of exterior lowered floor shall have a rust inhibiting coating, such as an epoxy primer base, applied to cover all welded areas, and then a fresh application of undercoating over the entire surface. Undercoating shall comply with current Federal and State flammability standards.

S. Seats: All seats shall be OEM vinyl and the County will have the option to choose specific colors at the time when each order is placed.

1. **Front Seats**: The front passenger seat shall be OEM, matching the driver's seat.
2. **Rear Seat**: The rearmost passenger seats shall be foldaway seats storable for wheelchair transport.
3. **Passenger Restraint:** Restraints shall be furnished for all passengers, consisting of shoulder seatbelts and/or lap belts. Each belt shall be equipped with an automatic retractor. Securement devices, both for ambulatory and mobility aid passengers, shall meet all State and Federal Standards. A minimum of two (2) seat belt extenders shall be provided with each vehicle.

T. **<u>Suspension</u>**: The rear suspension shall incorporate a hydraulic suspension system capable of providing load leveling and height control to meet ADA requirements and for improved ground clearance. Spacers may be added to front and new coil spring added to rear suspension to maintain ground clearance and ADA requirements; otherwise rear suspension shall be retained as supplied by OEM chassis manufacturer with minimal modifications. There must be a minimum of five (5) inches clearance between the break-over angle position of the vehicle exhaust pipe and level ground when loaded with 1100 lbs. maximum. Vertical damping of the suspension shall be accomplished by OEM shock absorbers that shall maintain their effectiveness for at least standard OEM warranty period without repairs in normal service. Front and rear suspension systems shall be the heaviest duty OEM equipment available. Suspension system components shall be matched and tuned to provide maximum load capacity, ride quality, stability, and desirable steering and handling characteristics. The vehicle shall be tested to FMVSS 126 Electronic Stability Control Test.

U. **<u>Wheels</u>**: The van shall be equipped with five (5) Stamped Steel wheels with Painted Bolt-on Wheel Covers, 16" minimum, and an OEM full size spare. Tires shall be steel belted radials, as provided by the OEM for the chassis specified. Tire changing equipment, as provided by the OEM, shall include a jack of sufficient strength/capacity, and other tools necessary for changing the mounted tires, shall be stored in a compartment/container within the vehicle.

SECTION 4. PAINTING, DECALS, AND MONOGRAMS

A. All vehicles shall be painted Fleet Standard White.

B. All signs required by State and federal law regarding safety and operating procedures shall be affixed to each vehicle exterior and interior. Interior and exterior signs may be decals. Manufacturer shall place two international symbols of accessibility, at least 15.24-cm (6") square, to be placed, by the manufacturer**,** on the vehicle in concurrence with ADA regulations. Decals must be 3M premium grade vinyl or equivalent. Final placement to be approved by County with each model.

Interior: NO SMOKING – 2
WATCH YOUR STEP – 2
FIRE EXTENGUISHER – 1
Do Not Stand Forward of the Yellow Line - 2
No Smoking, Eating, Drinking – 2
Please Remain Seated While Bus is in Motion - 2
Priority Seating Signs and other required notices as required by the ADA - 1
Law Prohibits the Operation of this Vehicle While Anyone is Standing in FRONT of the Yellow Line – 1
NOTICE: Security Cameras and Audio Recording in Use

Exterior: Caution – Children May Be Exiting – 1

Safety Decals – to include necessary warnings and precautions for emergency exits, steps, wheelchair lift, etc.

SECTION 5. REQUIRED EQUIPMENT

The following items should be included in the pricing for each van as they are the standards currently deployed for onboard equipment.

A. **Security/Surveillance Camera System:** Provide Camera System, priced per system as defined below or approved equal. Seon vMax 8 system with software management for all the hardware. 4 camera system which includes the 4 cameras, DVR, and security housing for the system in the bus (i.e. a locked compartment for the DVR). Exact positioning inside vehicle to be approved by the County before installation.

The County's current bus security camera system consists of these pieces of equipment:

1. Seon DVR: TX-8
2. Seon Wireless Bridge: BA-032-0192
3. Seon Hard drive for DVR: TX-H640
4. Dash Camera Non-infrared: BA-CJ803A20
5. Three (3) Interior Cameras w/ infrared: BA-CQ803A20

1. The first camera mounted on the ceiling near the front pointed towards the passenger's area. This camera should also include the fare box.
2. The second camera will need to be mounted on or near the back wall to catch a view of the vehicle interior pointing forward.
3. Dash mounted forward facing down the road.
4. Passenger side behind entrance door looking at the farebox and driver compartment area.

B. **Emergency Equipment**: The vehicle shall be equipped with a DOT Package.

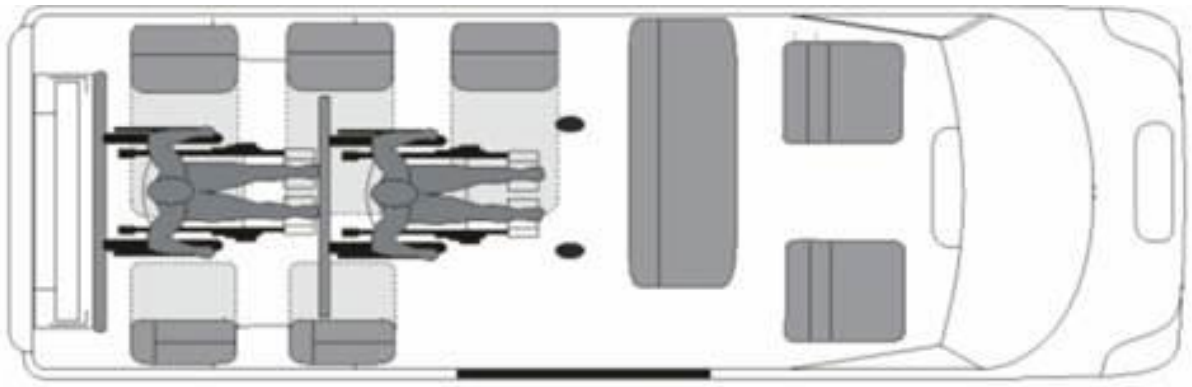
a. A minimum five (5) pound dry powder type fire extinguisher, with gauge and hose, U.L. approval shall be provided. A bracket to securely hold fire extinguisher inside of vehicle shall be provided and vendor shall mount this bracket to a location in the vehicle. Type of bracket used and location shall be approved by the County prior to installation.
b. A three (3) triangle reflector kit shall be provided and securely mounted in an easily accessible location. Location shall be approved by the County prior to installation.
c. At minimum, a sixteen (16) unit first aid kit, shall be provided and securely mounted in an easily accessible location. Location shall be approved by the County prior to installation.
d. Body Fluid Cleanup Kit shall be provided and securely mounted (location shall be approved by the County prior to installation) to include at a minimum:

1. One (1) pair of Latex gloves,
2. One (1) package of absorbent powder,
3. One (1) package of antiseptic BZK towelettes,
4. One (1) bag 24"x 24" Bio-Hazard white w/tie,
5. One (1) bag plastic brown w/tie,
6. Certi-Green surface cleaner towelette,
7. Face mask,
8. Infection control,
9. One (1) SBB-2 scoop bag w/handle scraper,
10. Two (2) towels and
11. Paper crepe.

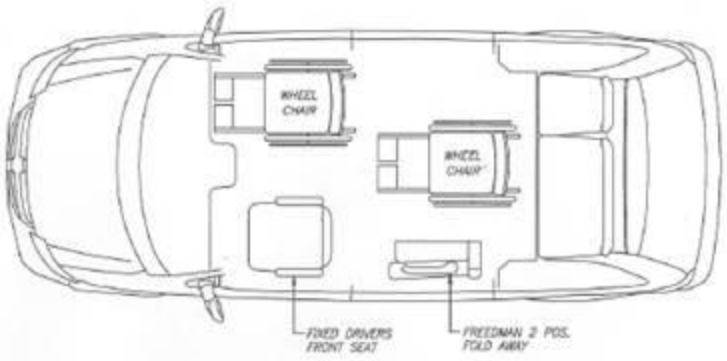
e. All vehicles shall come equipped with, and have containers for:
1. Seat belt cutter, secured by Velcro in a location chosen and approved by the County.
2. Working flashlight
3. Reflective vest
4. Chock blocks (2)

VAN SEATING

Type 1



Type 7



VEHICLE SPECIFICATIONS FOR:

LIGHT DUTY CUTAWAY BUS TECHNICAL SPECIFICATIONS

SECTION 1: GENERAL REQUIREMENTS

A. Vehicles shall be of the "body on chassis" type and will involve construction of a body on a light-duty cut-away van or truck chassis. The vehicle body shall be a body manufactured by a body manufacturer for transit application, not "converted" or "modified" to a transit vehicle from a sports van, passenger van or wagon, delivery vehicle, school bus, recreational vehicle, or similar vehicle. Body construction shall be conventional type, panels on structural metal frames, as described later in this document.

B. The vehicles shall be able to operate daily on all urban, suburban and rural primary and secondary roads within the State of Texas.

C. The vehicles proposed shall be the chassis manufacturer's current production year, 2017 Model Year or newer. The basic vehicle, both chassis and body, must be a current year factory production cutaway model that is catalogued by the manufacturer and for which manufacturer's published literature and printed specifications are currently available. The bus manufacturer shall be ISO 9001:2000 certified. **A copy of this certification must accompany the proposal submittals.**

D. Detailed floor plans with dimensions are to be provided with the proposal showing proposed seating arrangements, interior layout of the bus, and seat spacing between ambulatory seats (to include spacing between wheelchair positions/flip seats) for each bus type.

E. These specifications reflect the County's preference as to dimensions, materials and major components. However, the vendor shall not omit any part or detail, which goes to make the vehicle complete and ready for service, even though such part or detail is not mentioned in these specifications.

F. All units or parts used in the assembly of the final product shall be manufacturer's best quality and shall conform in material, design or workmanship to the best practice known in the transit industry. All parts shall be new and in no case shall used, reconditioned or obsolete parts be accepted.

G. The price quoted in any proposal submitted shall include all items of labor, material, tools, equipment, and other costs necessary to fully complete the manufacture and delivery of the vehicles pursuant to these specifications. It is the intent of these specifications to provide and require a complete vehicle of the type prescribed ready for operation. The Vendor shall assume sole responsibility for the entire vehicle as to warranty and after-sales parts and service. This includes the pick-up and delivery of the vehicle.

H. Note: Whenever a specific trade or product name is used within this specification, the following statement applies: "… or approved equal with the same standards of quality, design and performance." **All requests for approved equals must be submitted on the Request for Approved Equal form included in this proposal document and must be approved by the County.**

I. Vehicle inspection and delivery will be completed at 230 Legion Drive, Richmond, TX 77469, as described in Section 15 of the cover document for this request for proposal.

J. Delivery: Maximum of 180 calendar days from date of the purchase order. Pre- delivery servicing and adjustments: prior to acceptance by the purchaser, the contractor shall service and adjust each vehicle for operation. This process shall include, but not be limited to the following:

1. All accessories properly adjusted
2. Electrical, braking and suspension systems inspected
3. Battery checked
4. All lubricants checked
5. Cooling system level checked
6. Exterior and interior cleaned and washed
7. A 60-day Temporary Tag must be delivered with each vehicle.
8. Each vehicle should be delivered with four (4) sets of keys.
9. All vehicles ordered on same purchase order should be keyed alike. Exception may be made if ignition keys contain an electronic chip.

SECTION 2: LEGAL REQUIREMENTS

Pre-Award and Post-Delivery Audit: The Contractor agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

A. Buy America: Contractor must certify that the vehicle meets FTA Buy America requirements as specified in 49 CFR parts 661. If the proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. Specifications: Contractor must certify that the vehicle meets or exceeds these specifications and must obtain approval of exceptions prior to submitting proposals. As a courtesy, here is the link to more information on the Buy America requirements:
http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5;node=49%3A7.1.2.1.18

B. ADA: Contractor must certify that the vehicle and related equipment meets or exceeds ADA Accessibility Specifications as published in 49 CFR Parts 27, 37 and 38 as they apply

to this proposal. In the event that any of the attached specifications deviate from ADA accessibility specifications, the specifications of the higher standard will apply.

C. The bus shall meet all applicable Federal Motor Vehicle Safety Standards (FMVSS), Federal Motor Carrier Safety Regulations (FMCSR), and the Environmental Protection State (EPA) regulations in effect at the date of manufacture and the Manufacturer shall so certify. Manufacturers must be certified by the National Traffic Safety Administration to manufacture or alter vehicles in accordance with the Code of Federal Regulations, Title 49, Parts 567-568. The bus must comply with all Federal Transit Administration (FTA) recommended fire safety practices to the maximum extent possible in accordance with requirements of 49 U.S.C. 5323(e). The bus shall comply with all federal, State, and local regulations including the Altoona test certification requirements. The bus shall also comply with all standards of the Americans with Disabilities Act (ADA) and its implementing regulations in effect at the date of manufacture. In the event of any conflict between the requirements of this Specification and any applicable legal requirements, then the legal requirements shall prevail.

D. ALTOONA BUS TESTING: Vendors that are offering vehicles (either as a base vehicle or with optional engines or modifications to the fuel system) are required to test at a minimum for 5-year/150,000 mile service life to CFR 49 part 665. **Final test report (hardcopy and electronic version on CD) shall be submitted with the proposal.** Altoona test must be completed and a satisfactory test report provided to the County prior to final acceptance of the first vehicle. Failure to comply with this requirement will result in nullification of conditional award. Vendors may not offer buses using the FTA's demonstrator/prototype model Altoona test exemption provision for five (5) or less vehicles for sale under this contract. Prior to acceptance of first bus, the structure of the bus shall have undergone appropriate structural testing and/or analysis, including FTA required Altoona testing, to ensure adequacy of design for the urban transit service. Any items that required repeat repairs or replacement must undergo the corrective action with supporting test and analysis. A report clearly describing and explaining the failures and corrective actions taken to ensure any and all such failures will not occur shall be submitted to the County.

SECTION 3: VEHICLE CLASS AND OVERALL DIMENSIONS

Light Duty Cutaway Bus, Type 3 –Body on Chassis (Ford E450 or approved equal)
WHEELBASE 176"to 196" – Width 96" – Seating 14-16/2
Quantity 40 - 85

The following dimensions and characteristics are given in order to indicate the approximate size and type of vehicle desired. Floor/seating plans of the proposed bus indicating compliance with the overall specified dimensions shall be submitted with the proposal documents.

Vehicles shall conform to the requirements of the following table for the Diesel Engine base specification requirements. It is understood that a different fuel option may modify the below specifications and vendors will have to demonstrate the modifications required by fuel type.

VEHICLE CLASS	Type 3 - i.e.: Ford E450 (or approved equal)
Number of Wheelchair Positions	2
Minimum Seat Positions- Front Lift	14
Minimum OEM Gross Vehicle Weight rating in lbs.	14,500
Wheel Base (Inches)	176-190
Minimum Entrance Door Height (Inches)	75-80

A. **Length**: The overall length of the vehicle shall be the minimum necessary to satisfy the specified seating configurations of this proposal while meeting all applicable FMVSS requirements and chassis manufacturer requirements for weight distribution.

B. **Width**: Exterior (maximum) 102 inches; Interior (minimum) 81 to 92 inches * (*The minimum interior width shall be measured 12 inches above the floor in the passenger area.)

C. **Seating:** To meet the specification requirements, vendors are required to submit with each proposal a floorplan diagram.

D. **Height Overall:** Standard floor buses: not to exceed 115 inches; Flat floor buses: not to exceed 122 inches

E. **GVWR Rating**: The gross vehicle weight rating (GVWR) shall not exceed the weight of a fully loaded vehicle. A fully loaded vehicle equals the weight of the vehicle equipped to meet these specifications, verified by a weight ticket, plus the weight of the passengers (*minimum* 150 pounds for each ambulatory placement, *minimum* 250 pounds for each wheelchair placement, depending on wheelbase. Higher pound capacity shall be provided for larger cutaways). A weight distribution schematic and loading calculation must be shown for each floor plan and submitted with proposal for each floor plan offered. Loading calculations must be made with full tanks of fuel. A copy of a weight certificate from a state (state of final builders location will be accepted for these purposes) certified scale showing the four corner unladen weight of the vehicle, with a full fuel tank, must be submitted at time of delivery.

F. **Wheelbase**: The vehicle wheelbase shall be sufficient to accommodate seating configurations required while meeting applicable Federal/State safety requirements and chassis manufacturer's specifications for weight distribution. Vendor to provide the engineered wheelbase as part of submitted floorplan diagram. Provide the shortest wheelbase allowable.

G. **Step Height:** With the vehicle at its curb weight and parked on a level surface the step height as measured from the ground to the top of the first step shall be no more than 12 inches, unless a flat floor is being provided. Vendors shall specify flat floor first step height if different than 12.5 inches.

H. **Wheel well (Flat floor only):** On flat floor floorplans and specifications, wheel wells are not to protrude above the interior floor of the vehicle.

SECTION 4: FASTENER SPECIFICATIONS

In accordance with Publication 101-592 and 15 CFR part 280.

A. All fasteners utilized in the assembly and construction of coaches, sub-assemblies, or components procured under this Contract shall comply with all applicable Federal, State and local law ordinance and shall be appropriate for the intended application.

B. The Vendor shall procure and deliver fasteners made in the United States for use in the coach manufacturing process. The steel shall be of high quality and for use in general and critical applications. At a minimum, Grade 8 bolts, nuts, flat and lock washers shall be utilized in all critical applications, including but not limited to: steering, suspension, axle assemblies, undercarriage, propulsion system, wheelchair occupant restraints, seating, etc. Standard hardware installed by the chassis manufacturer will be accepted.

C. All items covered by these specifications shall conform to applicable SAE, U.S.S. or Metric Standards and shall be of U.S. manufacture. No counterfeit fasteners shall be permitted. Should the County find the Vendor or their suppliers providing counterfeit fasteners of any type, the Vendor may be declared in default in accordance with the Contract Documents.

D. Fastener materials shall be compatible with materials being fastened. Where self- tapping fasteners are used, body panels shall be reinforced with steel backing, aluminum backing, or stainless steel backing.

SECTION 5: BODY AND ROOF

Structure

A. The vehicle shall have a purpose-built body, which will provide for a minimum floor to ceiling distance of 78" at the center aisle. It shall include a minimum 1 ½" Steel tubing roll cage that is set on a maximum of 24" centers or less, for floor, sidewall and roof. The floor frame must be welded to the sidewall frame, and the sidewall frame must be welded to the

roof frame. Steel roll cage must form a complete Unitized body and a steel support cage behind front and rear cap to prevent flexing. All steel joints must have gussets for additional strength. All steel parts shall either be galvanized, powder coated or primed to prevent rusting. Composite construction is not acceptable. The entire sidewall structure shall be a minimum 1 ½" Steel tubing and vacuum laminated and bonded as an integral unit. The use of double sided tape during any point of the sidewall construction is not allowed. Must have a Galvanized steel exterior skin a minimum thickness of .024". Construction methods utilizing double-sided tape to secure sidewall skin will not be accepted. All surfaces and hardware having sharp edges, corners, or angles that could cause injury shall be covered and padded with heavy-duty vinyl-foam type material. The roof will be constructed of the same reinforced materials as the body of the vehicle and of sufficient strength to prevent vibration, drumming and flexing. Must have a Galvanized Steel Roof Skin a minimum thickness of .024". Roof design will prevent ponding of water on the roof. The completed body shall meet the requirements of FMVSS-220 School bus rollover protection.

B. The body shall be constructed to provide maximum protection to passengers in case of rollover accident or a crash accident to the side or rear of the bus.

C. Front body caps shall be constructed of solid one-piece reinforced molded fiberglass, bonded and sealed to the vehicle body by a minimum of 1 inch overlap to prevent the penetration of moisture into the interior of the vehicle body. Fiberglass caps shall be of the sturdiest construction possible to endure the entire life of the vehicle.

Roof Construction

Roof super-structure shall be constructed of a 1-piece seamless construction. Roof panel shall lap side panels by minimum of 1 inch. The overlapping panel construction is to preclude water leakage into the vehicle. Panels shall be riveted, bonded or welded to the superstructure. The roof construction shall be of sufficient strength to prevent vibration, drumming or flexing. The roof is to be designed and installed in a professional manner that is smooth and without bumps, waves or has an imperfection due to installation or material that will not allow the pooling of water.

Door Construction

A. Passenger Door. The front passenger entrance door must be an electric operated transit type door, located in the coach body. Operating controls should be located within easy reach of the driver. Door Opening: Minimum height 80" from top of first step to entrance header; minimum width 30" clear opening.

B. Wheelchair Lift Doors. A double door entrance shall be provided on the right (curb) side of the vehicle in front of the vehicle's rear wheels. The door opening shall be of sufficient width and height to accommodate a wheelchair lift as specified on page 42. Clearance between the top of the door opening and the raised lift platform shall be a minimum of 56" (142.24 cm). Each door shall be equipped with a Top Mounted gas shock that will securely

hold the door in the open position while the wheelchair lift is in operation. (Sliding door is not acceptable). Each door must have a window.

Stepwell, Interior and Flooring

A. Stepwell. Galvanized steel, two steps covered with ribbed, molded rubber (RCA Transit Flor or equal), maximum 12" +/- .5" (30.48 cm), minimum 10" (25.4 cm) from ground to first step, 9" (22.86 cm) riser, Tread depth minimum 8½" (21.5900). Stepwell light operated automatically by door control. All steps to get up to floor level must be in stepwell area.

B. Interior. All interior panels shall be vinyl coated metal or equal in durability and cleaning ease. Vendor shall provide a list of available colors at their quoted price and may also include a list of colors available at additional cost. Interior shall be trimmed with an attractive molding, covering all seams. All surfaces and items or hardware in passenger compartment having sharp edges, corners, or angles that could cause injury shall be passed with heavy-duty vinyl covered foam-type material. Door and instrument panel is to be painted or otherwise finished to match overall tones of interior panel.

C. Floor Assembly. The floor shall consist of 3/4-inch 7-Ply marine tech grade plywood construction of sufficient strength and supports to not allow flexing of the finished or surface floor. The chassis, body and flooring shall be attached in such a manner as to act as one unit without any movement or flexing at the joints.

Exterior Seams

A. All exterior seams shall be constructed in such a manner as to shed water and exterior panels shall have lap joints.

B. In no case shall sealing of panels be dependent on caulking alone. Zinc chromate caulking, butyl rubber tape, or an approved equal shall protect all exterior joints and seams. No water leaks in the body will be acceptable.

Body

A. The vehicle manufacturer shall certify that its latest body design and construction method being furnished under this contract meets FMVSS 220 at a minimum.

B. The body shall be free of cracks, dents, defects, or physical damage.

C. All nuts, bolts, clips, washers, clamps, and like fasteners, including those that would be exposed to the elements on the exterior and interior of the unit, shall be zinc or cadmium plated, phosphate coated or stainless steel to prevent corrosion. No metal sheet screws shall be permitted.

D. Fenders and splash aprons (underskirt) of durable construction shall be provided to provide maximum deflection of the wheel splash. Front and rear mud flaps are required.

E. Roof gutters shall be installed over the windows and doors. Gutters shall be designed so as not to spill water on driver's exterior mirrors and intermediate drain holes shall not drain water on windows and doors when open or closed.

F. All components, subassemblies or partially completed assemblies that are subject to corrosion and/or absorption of moisture shall not be stored in an environment subject to the influences of moisture, wind, etc. without being protected against such environmental influences.

G. Two rear tow hooks shall be provided, accessible under rear bumper. The towing devices shall be adequate in design and construction to permit towing the vehicle without distortion or failure.

H. Fender wells shall be made of galvanized metal at a minimum.

I. Documentation certifying compliance with FMVSS 220 shall be submitted with proposal.

J. Resonance: Vehicle body shall be constructed in a manner that minimizes vibrations, rattles, and other body noises during normal use.

K. License Plates: All brackets, bolts, nuts and miscellaneous fasteners for attaching front and rear license plates to the vehicles shall be provided by the successful Vendor. Front and rear license plates holders must be mounted/bracketed to safety bumper by vendor prior to delivery to the County. License plate holders for the rear are to be illuminated by LED lights.

L. Body is required to be water tested upon completion at the manufacturer location to ensure there are no water leaks of exterior seams, roof construction or overall structure. Testing shall be done with water nozzles appropriately placed to test the entire conversion. Minimum 20-psi water pressure for testing is required for a minimum of 10 minutes. A certification of the water test result shall be submitted with the delivery of each vehicle.

M. Undercoating: The entire underside of the body including floor members, side panels below floor level (if metal), and fender wells shall be undercoated, at the time of manufacture, with a nonflammable resin type polyolefin undercoating for bus applications. All openings in the floorboards and firewall shall be sealed. Care shall be taken to prevent overspray of electrical cabling, air, brake and fuel hoses.

SECTION 6: INSULATION

A. Insulation shall be provided in both walls and roof. Adequate insulating properties shall be provided to ensure minimum heat, cold and noise penetration into the vehicle interior. Insulation may be accomplished through the use of vacuum design or equivalents approved with a minimum R-value of 8, fire resistant.

B. Equivalent to 3.81-cm (1½") block foam, *type of insulation and method to be defined by vendor,* shall be installed in the roof, rear wall, front and rear caps, sidewalls, and extended door sections including lift doors, minimum value R8 or above. If additional insulation is necessary to meet the requirement, the insulation shall be glued to the chassis body to prevent sagging.

C. The insulating material of the body and sidewalls shall be of sufficient thickness to contact the inner and outer walls, insuring positive vapor barrier (equivalent to 38.1-mm / 1 ½ inches) of block foam. Any insulation material used between the inner and outer panels shall be sealed or self-sealing to minimize entry and/or retention of moisture. Insulation properties shall be unimpaired during the service life of the bus. Any insulation material used inside the engine compartment shall not absorb or retain oils or water and shall be designed to prevent casual damage that may occur during maintenance operations.

D. Insulation shall comply with all federal requirements and shall pass the testing requirements specified in the Federal Transit Administration (FTA) recommended Fire Safety Practices for Transit Bus and Van Materials Selection. The combination of inner and outer panels on the sides, roof, wheel wells and ends of the bus, and any material used between these panels shall provide a thermal insulation sufficient to meet the interior temperature requirements of these specifications.

E. The bus body shall be thoroughly sealed so that the operator or passengers cannot feel drafts during normal operations with the passenger doors closed.

SECTION 7: DIESEL ENGINE - TRANSMISSION

The following chassis requirements are based upon the County's current requirements. Any chassis with a proven service history is acceptable to the County. Alternate configurations shall be evaluated. Any request for deviations to this section shall be fully supported with technical data, test results and any other pertinent information available, as evidence that the requested deviation meets or exceeds the Specification Requirements.

Diesel Engine:

A. Engine:
   1. 6.8L diesel engine, turbo-charged, per OEM specifications.
   2. Fuel line water separator.

B. Emissions:
Vendors are required to meet all current Diesel Emissions EPA Requirements and technology should be modified per any federal change in the law during the course of the procurement and/or contract period. This must include all Diesel Exhaust Fluid (DEF) provisions and storage requirements.

C. Fuel Tank:
DEF tank fill shall be incorporated within the diesel fuel fill door.

Transmission:

A. Automatic transmission with overdrive, latest model available. Specify speed.

B. A chassis manufacturer's heavy-duty auxiliary transmission oil cooler shall be provided if it is available from the chassis manufacturer. Aftermarket oil cooler shall not be accepted.

C. Oil pan with magnetic drain plug and re-usable gasket if it is available from the chassis manufacturer. Aftermarket oil pan shall not be accepted.

D. The vehicle shall be equipped with an audible warning device in compliance with SAEJ994b that is activated when the vehicle transmission is engaged in reverse and continues as the vehicle is being backed up. This should be located behind the rear axle of the vehicle and all wires should be enclosed and secured. The dBA sound measurement shall be a minimum 87 dBA +/-3 dBA. The dBA sound measurement shall be measured from 3 feet above the ground and 2 feet behind rear bumper at the streetside rear corner of the vehicle.

Power Steering:

A. Power steering is required.

B. Chassis manufacturer's tilt and energy-absorbing steering column and steering wheel.

C. Steering shall incorporate an OEM factory installed tilt wheel feature.

D. OEM factory installed cruise control.

Emissions:

A. The vehicle shall be equipped with a heavy duty, corrosion resistant exhaust system which meets or exceeds FMVSS and EPA noise level and exhaust emission (smoke and noxious gas) requirements, including all State requirements, whichever requirements are more stringent.

B. Heavy duty exhaust hangers shall be standard equipment and shall be bolted to the frame. All hanger U-bolt thread orientation must be directed sideways. All exhaust system modifications shall use the exact type, size and gauge material as the OEM exhaust system. The use of flex pipe for exhaust modification will not be permitted. At a minimum, there should be three (3) tailpipe hangers.

C. The exhaust pipe discharge shall be at the rear street side corner of the vehicle (behind the rear axle) not to interfere with the lift operation, depending on lift configuration. Exhaust pipe is to be routed perpendicular to frame rails, 12 inches behind fuel tank with a 90 degree bend from the OEM exhaust pipe, attached to both frame rails with no more than 3 inches of space between bottom of frame rails and top of exhaust pipe. Streetside exhaust shall protrude 1 inch beyond lower body panel with a maximum clearance of 2 inches between top of exhaust pipe and bottom of lower body panel.

Fuel Tank:

A. Fuel tanks shall have the maximum capacity as offered by the manufacturer. Vendor shall specify capacity with proposal.

B. The chassis OEM fuel system shall not be modified. Any fuel tank breached during modification shall be removed and replaced with a new fuel tank. Repair of the breached tank by any means will not be acceptable. Access to the fuel tank from vehicle exterior must consist of a locked, enclosed area via a metal locking fuel door, exposed fuel tank caps are not acceptable. The fuel tank must contain a full tank of fuel upon delivery to the final destination.

SECTION 8: FINAL DRIVE

A. A differential ratio, appropriate for maintaining legal highway speeds without excessive strain on the engine and transmission, yet capable of providing adequate, safe acceleration from a stop, shall be provided.

B. The drive shaft, bearing and U-joint shall be the OEM's standard for the GVWR specified. One or more protective metal guards for the drive shaft are required to prevent any section of the shaft from entering the vehicle or striking the ground in case of failure, in accordance with 49 CFR Part 393.89. Guards shall be 3/16-inch thickness steel (minimum) bolted to the frame.

SECTION 9: SUSPENSION SYSTEM

A. Front axle shall be manufacturer's standard. It must be load rated for the GVWR of the size bus involved.

B. Coil Springs shall be provided in the front. Springs shall be progressive to give an acceptable ride under various load conditions.

C. Front shock absorbers shall be heavy-duty double acting gas filled, and load rated, capable of controlling the ride when the vehicle is empty, as well as when loaded to the GVWR. Highest rating available from OEM.

D. The rear suspension system must include OEM Load Leveling Suspension (SER) to maintain a level position once loaded to full capacity without affecting the ride quality. Front and rear stabilizer bar shall be provided, if available from the original chassis manufacturer.

E. Frame Height should be equal on both sides of the vehicle, requiring additional springs to compensate for lift weight, regardless of lift position.

F. Rear Suspension: MOR/ryde RL Suspension System or approved equal.

SECTION 10: TIRES AND WHEELS

A. Tire Requirements:

1. Vehicles shall be equipped with seven (6 + 1 spare) premium tubeless, steel belted, black sidewall, all-weather radial tires, the largest size available from the OEM for GVWR specified.

2. All tires shall be electronically spin balanced to a minimum speed of 65 MPH.

3. The inside dual tires mounted on the rear axle shall have air valve extensions.

4. One appropriate size jack will be provided with the spare tire in the vehicle.

B. Wheel Requirements:

1. Vehicles shall be equipped with the heaviest duty 16 inch (minimum), 1 piece ventilated steel wheels recommended for the GVWR and tires specified. All wheels shall be interchangeable.

2. One (1) spare wheel, matching the wheels on the bus with an identical tire shall be supplied per bus.

3. The chassis manufacturer's lug nut indicators if available from the chassis manufacturer shall be installed on all wheels.

SECTION 11: BRAKES

A. Services brakes shall be hydraulic self-adjusting power front and rear discs with an anti-lock ABS system. The braking system shall comply with FMVSS 105 and FMVSS 106.

B. The braking system shall be heavy duty and the largest offered by the manufacturer for the GVWR specified.

C. Brakes shall conform to all Federal and Texas Motor Vehicle Safety Standards.

D. Parking brake shall be standard manufacturer's mechanical type, independent of the vehicle's service brake system. It may be a heavy-duty hand or foot-operated parking brake with a warning light on the dashboard. If four-wheel disc brakes are supplied, specify the type and the location of the parking brake. The parking brake shall be factory installed in the rear breaking system and not lock on the driveline.

E. The brakes shall be free of objectionable noise or squeal when applied.

SECTION 12: ELECTRICAL SYSTEM

A. The vehicle shall be supplied with an alternator-powered 12-volt electrical system. The vehicle is to be equipped with an OEM or approved equal 225 extra heavy-duty amp alternator with an integral voltage regulator and easily accessible for maintenance and repair. Duel alternator systems will be allowed, but must be identified in the proposal for consideration.

B. Battery

1. Two (2) heavy-duty 12 volt batteries, with combined 1400 CCA minimum for diesel engines. The batteries shall be lead acid premium construction and maintenance free. The positive (+) and negative (-) terminals shall be of different size on the same battery to prevent incorrect cable installation. All battery terminals shall be coated with an anti- corrosion and sealant protector.

2. Both batteries shall be located in a lockable box mounted on the curbside of the bus unless the Chassis manufacturer requires otherwise. This battery box shall include a slide out tray that securely locks in the stowed position. The slide out tray shall be made of stainless steel. Box location should be no lower than the bottom of the entry door.

3. The battery tray slides shall have the ability to carry twice the weight of the bus batteries. The battery tray shall have adequate drain holes (a minimum of two). The battery box shall also be equipped with two drain holes preferably adjacent to the two battery tray drain holes when the tray is in the stowed position. The tray shall have the ability to extend a minimum of 3 inches beyond the opening of the battery compartment. Drain holes to be closely aligned when the battery tray is in the stowed position. Battery hold-downs should be properly sized and prevent the battery from shifting or moving in the battery tray which may require shift blocks made of an insulated material to prevent corrosion. All battery securement devices and securement hardware, including slides and tray shall be stainless steel and be self-locking or tension retaining hardware. Battery box

must be designed with full support under the tray. Battery trays that are built without structural support underneath will not be accepted.

4. One thumb-release latch and one locking latch that will rotate 180 degrees from the closed position shall secure the battery compartment door. A chrome retractable latch shall hold the door in the open position. A diagram showing the configuration of the battery cable installation shall be installed to the inside of the battery compartment. Cables shall be long enough to allow specified pull out extension and shall be protected and flexible enough to fold away when stowed without shorting or damaging the cables. Battery cables installed in place of chassis manufacturer's battery cables must be a heavy duty, continuous run and sized to match the electrical systems maximum draw.

5. Access to the battery tray shall be from outside the bus. The access door to the battery box shall swing up at a minimum 60 degrees to the horizontal plain. With the compartment door lock not in the locked position the door shall remain in the closed position when the bus is traveling at any safe speed or making any safe type of turning maneuver. The battery box shall be sealed to prevent road debris, dust, rain, snow or other forms of precipitation from entering the box, but shall not be air tight for safety reasons.

C. All controls and instrumentation necessary for safely operating the vehicle shall be located within easy reach of a fifth (5th) percentile female through to a ninety-fifth (95th) percentile male driver seated in the driver's seat with the driver's seat belt fastened.

D. Wiring

1. Original manufacturer's vehicle wiring shall remain unchanged to the greatest extent practicable consistent with the requirements of these specifications. All add-on electrical components controlling the power to the bus body electrical circuits shall be located in a separate electrical junction box. The junction box shall be easily accessible through a hinged lockable door. The junction box shall be suitably sized to allow for ease of maintenance, repair and ten (10) percent additional space for the installation of future electrical components. The junction box shall be located within accessible reach of the driver. All body harnesses shall join on a terminal strip made of a high strength dielectric material. All circuits shall be protected by manual reset circuit breakers, in lieu of fuses. Circuit breakers shall be numbered and sized to provide proper overload protection for each individual circuit.

2. Wiring and terminals shall meet or exceed current Federal and State vehicle requirements and be amply sized for both mechanical strength as well as to carry required currents without significant voltage drops.

3. All wiring, including chassis manufacturer's, shall be enclosed in non-metallic loom meeting current SAE Standard J762a and be adequately supported by fully insulated "P" clamps with a minimum spacing of every 24 inches and routed for protection from heat, moisture, solvents, corrosion, road debris, abrasion and tension. Tie wrap shall be used minimally in the securement of electrical harnesses and wiring.

4. All non-OEM wiring connections greater than 10-gauge shall be properly crimped, soldered and sealed with heat shrink tubing. Crimping by hydraulic crimper or electrical crimper that fuses the connector and the wiring is acceptable in lieu of soldering. Contractor to supply sample of crimped connector greater than 10-gauge.

5. The bend radii of all installed electrical wires and cables shall not exceed the manufacturer's recommended minimum bend radii.

6. All parts of the wiring system and electrical components shall be protected from corrosion. All connectors installed on the underside of the vehicle and/or exposed to any outside element and/or have a 20 amp and high circuit breaker within its electrical circuit shall be double insulated.

7. There shall be no exposed or loose wiring in the driver or passenger compartment. Any bus body wiring harnesses containing exposed excess lengths shall have the excess length neatly gathered and secured to a rigid bus body or chassis frame member.

8. Wiring shall be of sufficient length to permit positioning, as well as replacement of terminals, twice, without excessive tension.

9. Protective grommets shall be provided at points where wiring penetrates metal or other material.

10. Three added grounds shall be installed on the vehicle; all shall be # 0 gauge cable. One ground shall be installed between the engine and the OEM frame. The second ground between the Cutaway Body frame and the OEM frame, and a third between the lift pump housing and the side battery, grounds must be continuous, without splices. For all ground connections, paint or foreign material must be removed and a coating of dielectric material applied to the cleaned surface where each ground attaches.

11. All wires shall be color coded or numbered every 6 inches maximum to correspond with the wiring diagram for ease of service and identification.

12. Complete "as built" wiring schematics shall be provided with each vehicle, specifically matching the vehicle provided with all options included. General wiring diagrams will not be accepted.

13. Fare box shall be mounted with trip handle toward driver. It shall be mounted on a stanchion, adequately braced, located near the driver and easily accessible to passengers entering the bus. An amber or indirect fare box light shall be connected to the dash instrument lights. Two interchangeable lockable fare box vaults and fare box, keyed alike with a double set of keys for each lock shall be supplied. Vault and fare box exteriors shall be marked with key reference. The County is currently using Diamond XV Rectangular Fare boxes or approved equal.

14. Security/Surveillance Camera System

The County's current bus security camera system consists of these pieces of Seon (or approved equal) equipment:

1. Seon DVR: TX-8
2. Seon Wireless Bridge: BA-032-0192
3. Seon Hard drive for DVR: TX-H640
4. Dash Camera Non-infrared: BA-CJ803A20
5. Four (4) Interior Cameras w/ infrared: BA-CQ803A20

The Seon DVR is to be mounted directly behind the driver on the modesty panel. The non-infrared camera is to be mounted on the dash and pointed forward facing traffic. The County understands that exact positioning will vary by model of vehicle. The Vendor shall request approval of layout for each new model prior to installation.

The cameras will have five (5) different positions:

a. The first camera mounted on the ceiling near the stepwell pointed towards the passengers. This camera should also include the fare box.
b. The second camera should be mounted behind the driver on the wall (near the ceiling) directly across from the wheelchair lift. This Camera should be pointed to view both the stepwell and wheelchair lift in one view.
c. The third camera will need to be mounted on or near the back wall to catch a view of the bus interior pointing forward.
d. The fourth camera will need to be mounted on the passenger side of the vehicle, behind the entrance door, looking at farebox and driver compartment area.
e. Dash mounted (non-infrared) forward facing looking down the road.

15. USB compatible wiring harness capable of connecting to any number of various wiring tips should be terminated near farebox location to provide for installation of RAM mounts and connectivity to tablets upon delivery.

E. Electrical components that may require servicing or replacement shall be readily accessible through access panels or covers. Installation of aftermarket electrical components and systems in the engine compartment shall be eliminated to the greatest extent possible.

F. Maximum radio suppression available from chassis manufacturer shall be provided.

G. A driver control console, within easy reach of driver and with unobstructed switches and controls shall be provided. The driver control console shall be of quality construction with sturdy framework, attached with nut and bolt fasteners (no self-tapping screws), and an access panel held in place by stainless steel machine screws. Overhead position is not acceptable. The driver console design and installation shall take into consideration radio and tablet equipment to allow clear and easy access to this equipment, console switches and controls. Console position shall allow easy and safe access by the driver in the driving position during service operation without taking his/her eye of the road. If attached to the OEM motor cover, then particular attention should be made for unit to be attached straight and flush to OEM console with plug in wire connectors to allow for removal and service.

H. An in-line circuit breaker, with manual reset, of adequate capacity for circuit to mobility lift shall be provided in a location in accordance with the lift manufacturer's recommendations. The circuit breaker shall not be located in the chassis engine compartment. The power wire to the lift shall be securely "P" clamped and protected.

I. All electrical bus body functions and master battery control should be routed through a relay controlled by the ignition switch and **not** include a separate master control battery switch.

J. Interior OEM Engine Cover: Attaching any additional wiring to the interior engine cover shall not be allowed.

K. Additional 12-volt accessory power: Provide two (2) switched, circuit breaker protected 10-gauge power and ground wires from the junction box to the interior panel directly behind the driver's stanchion, 6 inches below the ceiling, terminated in a covered automotive junction box for additional interior power needs.

SECTION 13: INTERIOR CLIMATE CONTROL

All climate control system controls shall be located within easy reach of operator and shall be located on a control panel.

A. Heating/Air Conditioning/Defrosting Requirements:

1. Chassis manufacturer's in-dash deluxe heater and defroster, maximum BTU rating available, shall be provided.

2. All vehicles require an integral front air conditioner OEM chassis manufacturer rated at 15,000 BTU minimum as installed with factory dual compressor.

3. Auxiliary rear air conditioner capable of producing a minimum of 74,000 BTU with 665 CFM diffused air flow equal. The system must be adequate for the size of the bus proposed and must meet the Houston Pull Down Test.

4. Cooling shall be specified in BTU at 100°F, ambient temperature.

5. The condenser for the air conditioner shall be mounted in the body skirt and shall have a minimum of three .25-m (10") fans cooling the condenser with automatic reset.

6. The evaporator shall be mounted at the wall ceiling junction at the rear of the bus and shall not reduce the headroom to less than 1.52-m (59") and not extend outward from the rear wall more than .6096-m (24") into the passenger compartment area.

7. Evaporator drain shall run downhill from evaporator housing. Elbow, or turn down, shall be a minimum of ½ inch below the outlet on the housing. Drains must be installed to prevent puddles of water from being retained in the system.

8. The refrigerant lines to the evaporator must be adequately supported between the wall of the bus and the evaporator.

9. All refrigeration, heater and drain lines that enter the passenger compartment shall be encased in a rigid material, fiberglass, aluminum etc. that harmonizes with the interior to prevent injury to passengers in the event of line eruption.

10. The air conditioning system shall use environmentally friendly refrigerant R134A or approved equal. The entire air conditioning system, including add-ons, shall utilize the same type of refrigerant supplied by the chassis manufacturer.

11. A label must be placed in the engine compartment-detailing manufacturer's name, refrigerant type and quantity, compressor oil type and quantity.

12. The evaporator and condenser must be matched to the compressor as per manufacturer's recommended installation instructions.

13. Refrigerant hoses shall be SAEJ2064, double braided Barrier type Goodyear, Aeroquip or approved equal and shall be completely enclosed in loom over the entire length to prevent chaffing. The refrigerant hoses shall be supported at a minimum of every 24 inches with fully insulated "P" clamps.

14. Refrigerant fittings shall be ATCO, Aeroquip or approved equal. These fittings may be "O" ring type. In addition, a complete set of refrigerant fitting shall be supplied to the County upon delivery of vehicle. A complete set constitutes enough fittings to replace the entire system.

15. Protective grommets shall be provided at points where refrigeration, heater and drain hoses penetrate metal or other materials.

16. All HVAC system hoses and wires that pass within 12 inches of exhaust system shall be shielded in a manner to prevent heat damage to them. All hoses must be a minimum of 6 inches away from the catalytic converter and 4 inches away from exhaust pipes and muffler.

17. Each vehicle shall have a front mounted integral high output heater and a rear output auxiliary heater mounted either to the floor or to the ceiling above the rear exit door. **Rear heater location to be determined individually for each bus purchase by the County.** The front heater and defroster shall be OEM chassis manufacturer.

18. The rear heater shall be equipped with an electric operated heater control valve to be activated by the heater on/off switch. The total output of the auxiliary heater system shall not be less than 65,000 BTU.

19. Heater booster circulator pumps may be required to force air up and assist in proper circulation of air to rear of the bus. Booster pumpers are to be activated by the heater on/off switch. If booster pumps are not required, vendor is to explain why.

20. All heater water coils will be heavy-duty copper or aluminum. Heavy duty quarter turn shut off valves shall be located in the supply and return lines to the heater. These valves shall be readily accessible.

21. Heaters are to be controlled by two individual three-position switches (off, low, and high).

22. All hoses, drains and wiring must be covered and adequately supported with plastic/rubber coated steel clamps secured at a minimum of two-foot intervals. All heater hoses are to be silicone, with clamps designed for use with silicone hoses. Combustion heaters are not acceptable. Shutoffs shall be on all hoses.

23. Heater and associated hardware shall meet SAE-recommended standards and practices and shall meet the applicable criteria of 49 CFR 393.77.

B. Roof Hatch

Vehicles shall be equipped with one (1) Transpec Model 1000, or approved equal, roof ventilation/escape hatch nominally centered in the vehicle roof. Roof

ventilation/escape hatch features shall include five-position ventilation (minimum), rubber gasket to prevent leaks and emergency exit capability.

Section 14. INTERIOR TRIM

A. Sidewall rear wall, and ceiling trim panels shall be melamine, ABS plastic, FRP, smooth fiberglass gel coat, vinyl, polypropylene fiber or an approved equal, applied in one or more sections. Trim molding of stainless steel, anodized aluminum, FRP or ABS plastic shall be used to cover seams. The trim molding shall be continuous except at the door openings, wheel well and fuel intake line covers and run the entire length of each seam covered.

B. Panels shall be supported to prevent, buckles, vibration, drumming or flexing and particular care shall be exercised to keep the body light fixtures from weaving or bouncing when the coach is in service. The ceiling panels shall be supported to prevent sagging.

C. All interior panels, materials, and treatments shall be flame retardant in conformance with FMVSS 302 and treated to be easily cleaned.

D. The interior of the driver's area shall be padded with 1/4-inch foam and covered with vinyl to aid in noise reduction. Other materials such as "recycled Green" may be used with the County's approval. Color selection to be in accordance with Section 16.

E. All ceiling and sidewall panels shall be scuff and scratch resistant.

F. All sharp corners, edges and protruding hazardous surfaces shall be eliminated.

G. There shall be no open seams between trim panels.

H. All panels shall be the same color and coordinated with the interior colors of the vehicle.

SECTION 15: DECALS, AND MONOGRAMS

A. All signs required by State and federal law regarding safety and operating procedures shall be affixed to each vehicle exterior and interior. Interior and exterior signs may be decals. Manufacturer shall place two international symbols of accessibility, at least 15.24-cm (6") square, to be placed, by the manufacturer**,** on the vehicle in concurrence with ADA regulations. Decals must be 3M premium grade vinyl or equivalent. Final placement to be approved by the County with each production model.

Interior: NO SMOKING – 2
WATCH YOUR STEP – 2
FIRE EXTENGUISHER – 1
Do Not Stand Forward of the Yellow Line - 2

No Smoking, Eating, Drinking – 2
Please Remain Seated While Bus is in Motion - 2
Priority Seating Signs and other required notices as required by the ADA - 1
Law Prohibits the Operation of this Vehicle While Anyone is Standing in FRONT of the Yellow Line – 1
NOTICE: Security Cameras and Audio Recording in Use - 1

Exterior: Caution – Children May Be Exiting – 1
Safety Decals – to include necessary warnings and precautions for emergency exits, steps, wheelchair lift, etc.

SECTION 16: SEATING

A. General

1. The Vendor must provide detailed floor plan and seating drawings, which are to scale and meet passenger-seating, and loading requirements with each order. Drawings, at a minimum, shall show the location and dimensions of all seating positions, drivers position, aisles, doors, modesty panels, stanchion, grab rails, tie down locations, and other passenger assists. In addition, all major body interior and exterior dimensions, along with gross vehicle weight axle loads and gross vehicle weight rated axle loads, must be shown. Separate diagrams can be provided to show seat location, lift, tie downs, lighting and window placement.

2. All seating, including driver, shall meet or exceed the Federal Transit Administration recommended Fire Safety Practices for Transit Bus and Van Materials Selection.

B. Passenger Seating

All passenger seating shall be a minimum of Freedman Level 4or approved equal and meet the following requirements.

1. Seats shall have full individual spring suspension for each passenger as well as contoured full lower back (lumbar) support. Passenger seat frame must be constructed of steel and meet FMVSS 210.

2. Seat installation shall meet FMVSS 207 standards.

3. An energy absorbing padded grab handle must be provided at the top of each ***aisle*** forward facing seat position and be as wide as practical, depending on seating configuration. Perimeter seating floorplans with not have grab handles. The diameter of the grab handle shall be no less than 3.175-cm (1¼") and no greater than 3.8-cm (1½").

4. Seats must be mounted on adjustable seat track mounting or approved equal. This mounting shall allow for repositioning of seats by loosening mounting bolts and sliding seat along a track to desired position. This type of seat mounting shall meet all applicable FMVSS requirements, specifically FMVSS 207. The trim shall be nominally flush with the floor covering to prevent a tripping hazard. A one-piece filler/cover must be provided in tracking between fixed seat placements on the floor and wall tracks. Floor track will not be installed in any area not covered by a fixed seat. Track can extend 6 inches to the rear of the fixed seat area to allow for seat adjustment by end user to better accommodate their needs. Delete seat track at wheelchair tie down space.

5. Pedestals shall be placed a minimum of 15.24-cm (6") from the seat edge to provide toe clearance. The pedestals shall be anchored to the floor of the bus with minimum Grade 5 bolts.

6. Seat Dimensions
   a. Seat width per person: 17.5 inches minimum
   b. Seat depth: 17 inches minimum
   c. Seat back: 21* inches minimum
   d. *25 inches minimum as measured from the top of the seat bottom to the top of the seat back.
   e. Seat back angle: 10 to 15 degrees
   f. Hip to knee room: 28 inches nominal (maximum available)
   g. Aisle width: 16* inches nominal (maximum available)
   * To be measured at seated passenger hip height.

7. Seat upholstering both back and bottom cushion, shall be vertical or combination vertical and horizontal quilting. In addition, front of bottom cushion shall be rolled. Foam shall be contoured, dense, transit grade polyurethane with a minimum thickness of one and half (1 ½) inches.

8. All seats shall be covered with Freedman Level 4 fabric or approved equal. The seat color shall be coordinated with the interior vehicle color; the County will have the option to choose color within the guidelines of the material type.

9. Back of permanent ambulatory passenger seats to exclude rear seats against the back of the bus should be covered with a plastic protective cover.

10. All metal surfaces shall be chemically cleaned and coated with a corrosion preventative material to provide rugged, long lasting, rust resistant surface.

11. Seat covering and padding shall cover the seat frame and meet FMVSS 302, flammability of interior material. Cushions and seat covers shall be of the slip covering type, removable and replaceable without removing the entire seat. All seat cushions shall be interchangeable within the vehicle.

12. Each seat position shall be equipped with a passenger restraint system, which meets current FMVSS requirements, intended to hold passengers in a secure seated position during normal operations. Seat belts shall be anchored through the floor structure, independent of the seat, or bolted to the seat frame assembly (preferred). Each restraint belt and installation shall meet all applicable FMVSS standards including 208, 209, and 210. The installation of the seat belts shall have no twisting, binding or bunching of the seat belt web material.

13. All seat belts shall be the Freedman USR (Under Seat Retractor), or approved equal. Seat belts shall meet or exceed FMVSS 207/209 (seat belt assemblies, performance and strength) and FMVSS 210 (seat belt mounting certification.) The passenger seats, frames and seat belts should operate as a complete system. All two-point seat belts must be permanently mounted on the seat frame. Seat belts attached to the floor track or wall track are not acceptable. All seat belt retractors must be permanently located under or behind the seating position. All seat belts must be user friendly, easy to operate, lightweight, and durable with metal buckles. Three (3) 24" belt extenders shall be provided with each vehicle. Shoulder Belts for wheelchair positions shall be provided.

14. Foldaway seats shall be Freedman model foldaway seat or approved equal. Actual seat types will be identified and priced by the vendor in the Passenger Seating price sheet section. Foldaway seats must meet or exceed all applicable Federal Motor Vehicle Safety Standards including FMVSS 207, 210, and 225 seat belt certification testing. Seat must be cantilevered and tested to support 500 lbs per passenger weight. Test documentation must be provided upon request. Folding seat will not use an aisle leg or tether for support.

    The foldaway seat operation shall require no more than two (2) steps to store or deploy. A cylinder shock must be provided to assist in the controlled storing or deployment of seat. Seat shall include a self-locking mechanism for security. The underneath area of the seat shall appear finished without exposed seat springs or seating material and include a seat instruction plate. Passenger seats frames and seat belts should perform as a complete system. Two-point seat belts will be permanently mounted on the seat frame. Under seat belt, retractors will be permanently located under or behind the seating position. Seat belts shall meet or exceed FMVSS 209 and 210. The design of the flip seat shall complement the standard passenger seats and be from the same manufacturer or approved equal.

    Folding seats must be installed so that rubbing/chaffing does not occur during fold operation. Seat cover must not touch sidewall or structure during fold/unfold. Folding seats must be mounted to steel structure that is an integral part of the final stage builders under floor structure, minimum thickness 1/8 inch. Steel plating for seat securement must be designed into floor, added steel plating similar to large washers would not be accepted. All Seat mount bolts and wheelchair shoulder harness mount bolts that are not fastened to seat track will

be mounted to the above required structural steel members. No fasteners will be allowed within 1-½ inches of any flat steel components edge. This requirement does not apply to fasteners through box beam type of structure.

C. Driver's Seating

1. A power deluxe driver's seat (OEM driver's seat will be considered however approved equals can be submitted if the item is FMVSS compliant) shall be provided with forward and rearward adjustment, right side armrest, lumbar support, reclining feature, and high back. The seat shall be upholstered in the fabric chosen by the County consistent with B. Passenger Seating # 8 and match the predominant color of the passenger seats, chosen by the County.

2. Driver's shoulder seatbelt must be vertically adjustable.

SECTION 17: FLOOR AND FLOOR COVERING

A. The sub floor shall be 3/4-inch-thick (minimum) AdvanTech engineered wood flooring, 7-Ply Marine Tech plywood or approved equal, and moisture sealed edges. Sub-flooring must be installed to create a smooth surface to lay the floor rubber.

B. Sub floor structure shall be designed and assembled for a minimum trouble free service life of 5 years. The sub floor structural members shall be made from steel with a minimum yield strength of 36,000 psi or approved equal. Sub floor frame shall be mounted to OEM alternate frame spacers. Additionally, wheelhouse assemblies shall be made of corrosion resistant 12 gauge (minimum) steel construction and fully welded to floor and side framework. Ample clearance under load and under all positions of the suspension and steering geometry shall be provided between the wheel housing and tires.

C. Subfloor assembly shall be mounted to vehicle chassis utilizing a minimum of 8 rubber grommets or pads to help reduce the amount of road shock being transferred into vehicle body.

D. Wheelhouses shall be covered with a plastic molded cover. No screws shall protrude into the underside of the wheel well.

E. An access panel for ease in maintenance of the fuel pump shall be provided.

F. The floor surface shall be covered with wall-to wall, slip-resistant, minimum 2.2 millimeter Altro Transflor Meta or approved equal. Flooring edges shall be edge welded to provide a completely sealed floor. The floor covering shall not shrink during the service life of the vehicle. The floor material shall be securely bonded to the under structure and rolled smooth. The adhesive used to bond the floor material must be backed by a manufacturer's warranty of no less than five (5) years for installation and adhesive. The method and procedure used to fasten the floor covering to the under

structure shall be approved by the floor covering manufacturer. Color to be selected in accordance with trim levels.

G. The flooring shall be 2.2mm (minimum) smooth under the passenger seats and over the remainder of the floor. All step edges shall have Altro T36T Aluminum Step edge or Altro yellow nosing with band of 2 ½ inch of bright yellow Altro, or approved equal, inserted into the step edge using contact adhesive running the full width of each step. An aisle width standee line of at least two (2) inches in width of bright yellow contrasting color shall be in the aisle just behind stepwell. The tread and step edge shall be bonded into one piece.

H. All mating edges of the flooring, step tread and step nosing materials shall be weather sealed and heat welded to prevent water penetration. The height of the sealant bead shall be consistent with the flooring, step tread, and step nosing base thickness.

I. Flooring cover color to be specified by the County from Altro standard stock selection.

J. There shall be molded plastic, fiberglass, hard rubber, aluminum or FRP cove molding between sidewalls and floor for ease of cleaning. The cove molding shall be one continuous piece along each wall except when interrupted by such items as wheel well, fuel line, mobility lift door and interior corner covers and door openings. Molding shall be coved up the side 10" to run up to the sidewall.

SECTION 18: STEPS AND STEPWELL

A. Step height from ground (no load) shall be ADA compliant or 12.5 inches maximum whichever is less. Individual risers shall be 9 and 1/2 inches maximum in height and in case of more than one (1) riser; all step risers shall be the same height, except in the case of the flat floor option. Vendor will provide step height if flat floor floorplan is provided. Step tread depth shall be 8 and ½ inches minimum, depending on floorplan.

B. The stepwell shall be modular design, 14 gauge (minimum) galvanized steel, galvaneal or carbon steel (treated to prevent the effects of corrosion over the life cycle of the vehicle) smoothly and continuously welded into the bus body structure. Stepwell shall be adequately reinforced to prevent permanent deformation or elastic deflection of no more than .12 inches when either step is loaded over the center half with a 300- pound static load.

C. Stepwell shall be completely enclosed and weather tight when the passenger doors are in the closed position.

SECTION 19: PASSENGER DOORS

A. Front Entrance Door

1. The vehicle shall be equipped with an electric, double leaf, outward opening "transit style" door with a center molded, overlapping, safety seal. Door is to have an electric door opener and operating mechanism. A&M door system or approved equal is acceptable door assembly. The front doors shall be located opposite the driver. The front doors shall be equipped with an interior safety release mechanism, permitting the doors to be mechanically opened in the case of an emergency.

2. A rocker switch located in the driver's area shall activate the front door mechanism. Drivers shall be able to operate the door without leaving their seat. Entry door shall not be operable unless the vehicle is in park.

3. The front doors shall have an exterior weatherproof electrical keyed lock that can open and close the doors.

4. The front doors shall be double sealed equipped with 2" elastomeric material on each section that overlaps a minimum of 1.5" to form a tight seal to prevent water from entering the bus. The seals shall be of automotive quality that does not degrade or crack with aging. The seals shall be mounted in a groove that allows for easy replacement if necessary. The overlapping center door seals shall be a flexible material that exerts no more than a ten (10) pound force on a one (1)–square inch of any passenger struck by a closing door.

5. The front doors shall have a clear opening width of 27 inches (minimum) with ability to go as high as 36 inches, depending on floorplan and vehicle size, as measured from inside edge of doorframe, and full height of 87 inches (maximum) clear "walk in" headroom as measured from the top of the front step to the underside of the front doorframe header.

6. Each door leaf shall have a single pane, tinted, and tempered safety glass that conforms to all applicable Federal and State Motor Vehicle Safety Standards.

7. The entrance doors shall be equipped with windows of adequate size and placed so as to allow the driver to see and judge curb locations when stopping.

8. The front doorframe(s) shall be constructed with standard interlocking minimum .125" extruded satin anodized 204R1 rated, aluminum, stainless steel, or zinc plated steel extruded frames with a high quality anodized finish.

9. Suitable padding to protect the heads of boarding or exiting passengers shall be installed on the lintel of the front service entrance doorway.

10. A thick rubber threshold seal or brush comb shall seal any gap between the lowest part of the door and the mating step surface greater than 3/8".

B. Mobility Lift Door

1. The mobility lift door shall be two entry doors.

2. Mobility lift door(s) shall be located in the front of the vehicle next to the front passenger door, depending on seating plans and details provided by the vendor.

3. Mobility lift door(s) shall provide 68 inch (minimum) of clear walk-in headroom as measured when lift is in full raised usable position. The lift door shall have a clear opening width adequate for the ease of operating the mobility lift being supplied with this vehicle. Door fasteners or hardware, etc. shall not protrude into the door opening.

4. Lift door(s) shall be constructed utilizing a stainless steel or aluminum subframe. Wood framing shall not be acceptable. Door opening frame will be powder coated to match vehicle interior. Door shall be designed for long life/heavy use and a minimum of 14 gauge, 1-inch tubular steel around the perimeter.

5. A positive factory-installed gas shock at top of the doors to assist in maintaining an open or closed position of the door shall be installed to ensure the lift doors stay open when the lift is in use. An additional door tether shall be installed that will prevent the doors from opening past 100 degrees.

6. Lift door(s) shall have a glazed window that is viewable from the wheelchair positions inside the vehicle and meets all applicable Federal and State Motor Vehicle Safety Standards and Americans with Disabilities Act (ADA) requirements.

7. Padding shall be installed inside of vehicle over mobility lift doorframe header.

8. The door(s) shall have a “door ajar” light and alarm, which will alert the operator when the door is not securely closed and latched. The light shall be a red indicator light identified as “LIFT DOOR AJAR” and shall be located on the operator’s dash panel easily seen by the seated operator.

C. Door - General

1. Four (4) sets of keys and locks for all doors shall be supplied. All vehicles on the same purchase order shall be keyed alike for chassis and exterior doors. If the key contains an electronic chip, Fort Bend Transit may choose to forego this requirement.

2. 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 driving rain.

3. Materials used for weather seals shall be designed to withstand varying temperature extremes, road splash, salt and other exterior elements without cracking, leaking, loosening, or deteriorating.

D. Rear Emergency Exit Door

1. The rear emergency exit door shall be 32" wide by 54" high (nominal) and shall have stationary windows in the upper and lower halves of the door. The emergency door shall have upper and lower glazing and include one 11" x 14" static cling 'fish eye' wide-angle rear window lens. The lower window shall have a see through mechanism to prevent contact of mobility devices.

2. Rear emergency door shall be equipped with a securement device to hold the door safely in the full open position. Cord, rope or strap securement devices will not be accepted. Door hold open spring system shall be bolted to both the rear door and the door header with a heavy strength bolt(s), minimum Grade 5 bolt(s), not rivets.

3. The door shall have a "door ajar" light and alarm, which will alert the operator when the door is not securely closed and latched. The light shall be a red indicator light identified as "REAR DOOR AJAR" and shall be located on the operator's dash panel easily seen by the seated operator.

4. An exterior door latch will be included.

SECTION 20: SERVICE COMPARTMENTS AND ACCESS DOORS

A. Access for maintenance and replacement of equipment shall be provided through panels and doors that appear to be an integral part of the vehicle.

B. Access opening or doors in floor of vehicle interior shall be properly secured and sealed to prevent entry of fumes and water into the vehicle interior. Method of sealing shall provide for removal and replacement of access doors without damage to sealing requirement.

C. An access door shall be made to access the overhead compartment for all ITS equipment and made large enough to install and remove equipment as necessary.

D. Access doors shall be provided, where necessary, to service transmission, engine, radiator, lift, batteries and/or air-conditioning components.

E. A lockable driver's storage compartment shall be provided. The size and location shall be approved by the County.

SECTION 21: WINDSHIELD AND WINDOWS

A. The windshield and driver door shall be OEM glazed with laminated glass and uniformly tinted. Windshield shall have a heavier tint band above eye level, if available from factory. The windshield will be equipped with two-speed electric windshield wipers with intermittent feature.

B. Side windows shall be a flat black, aluminum frame, egress transit type or top T- sliding panel type that meets all applicable Federal and State Motor Vehicle Safety Standards. The T-sliders shall be located at the top of the window. Minimum passenger window size shall be 36.5 inches wide by 32 inches high with 20% light transmitting tint. Minimum passenger window size are a 22 ½", or 20 ½" wide x 32 ½" high fixed style window on Class A floorplans, depending on lift configuration. A smaller 'filler' window may be allowed to accommodate certain configurations in order to maximize visibility from the passenger compartment.

C. Passenger window glazing shall be Lucite SAR Bronze BZ-2412 or tinted to permit 20% light transmission (maximum) bronze or grey tint.

D. For vehicles with 158 inch or longer wheelbase, there shall be a minimum of two (2) emergency exit windows on each side of the vehicle. For vehicles with less than 158-inch wheelbase there shall be a minimum of one (1) emergency exit widow on each side of the vehicle. These windows shall be top hinged and meet the specifications described in item "B" of this section. Decals with instructions as to their use shall be provided and shall be permanently fastened on the inside of the vehicle, located over or beside the emergency windows. The emergency exit windows shall comply with FMVSS requirements.

E. All emergency exits shall have clear unobstructed openings and be noticeably labeled.

F. All windows shall be fitted with durable, firmly installed, weather seals to prevent the entrance of air and water, including spray from commercial vehicle wash equipment and driving rain. Materials used for weather seals shall be designed to withstand varying temperature extremes, road splash and salt and other exterior elements without cracking, leaking, loosening or deteriorating. Caulking around the windows shall only be used as a seal, not to make up for body defects or out of tolerance window openings.

G. Drain holes shall be incorporated in the window sash frame to allow interior condensation to drain to the exterior. Body and sash construction shall be such that the sash drain shall prevent entrance or back up of water into the vehicle.

H. The installed windows shall have no sharp edges or protrusions.

I. All glazing shall meet all applicable Federal and State Motor Vehicle Safety Standards.

J. Windshield and windows shall meet all applicable Federal and State Motor Vehicle Safety Standards.

K. A full window shall be provided in the transition panel between the windshield and the ambulatory passenger door(s) to eliminate the blind spot created by the transition panel and enable the driver to view the curb from the driver's seat. The body panel partition between the transition window and entrance doors shall be as narrow as possible to maximize the driver's view of the area around the entrance doors.

SECTION 22: LIGHTING

A. Exterior Lighting

1. All exterior lights shall conform to State of Texas and U.S. Department of Transportation requirements and meet the requirements of FMVSS/DOT specifications.

2. Rear exterior light configuration shall include red brake lights (standard and center mounted), amber turn signals, and clear reverse lights. Rear Center High-Mounted Stop Lamps (CHMSL) to be an 18" LED red strip light, low profile surface mount, or approved equal. Rear exterior light configuration shall be submitted with proposal package for approval by the County.

3. *Amber* roof marker lights at the front and *red* at the rear, one at each corner, shall be provided and be either flush mounted or surface mounted, protected with a brush guard or by the bus body.

4. Marker lights, three (3) lamp cluster, *amber* at the front and *red* lens at rear shall be provided and protected with a brush guard or by the bus body.

5. All exterior rear and marker bus body lights to be voltage regulated light emitting diode LED with direct termination and come with protective lens coating for protection against scratching, UV degradation.

6. License plate holder at rear shall be illuminated by an LED light.

7. Daytime Running Lights (DRL's) are to be provided.

B. Interior Lighting

1. Interior Dome Lights shall adequately illuminate the passenger area. Dome lights shall be illuminated whenever the entry doors are open.

2. Interior shall be illuminated with LED low profile strip lighting so as to provide a minimum of 12 foot-candles of illumination measured at 36 inches above the floor.

3. Driver courtesy light shall light when driver door is opened. All other interior lights shall operate only when ignition is in "ON" position. Stepwell and exterior front door lights shall operate only when the front passenger door is opened. A driver controlled override rocker switch shall be provided to allow operation of all interior passenger courtesy lights when the passenger front doors are open or closed.

4. LED stepwell lights shall be provided to illuminate the stepwell at the front passenger door(s). Lights shall be mounted as to not create a hazard for passengers boarding and egressing. This lighting shall not be lit with doors closed.

5. Exterior LED lights at the front and lift door areas shall be provided and shall comply with the Americans with Disabilities Act. These lights will activate only when the doors are open.

6. Wheelchair lift lights, which illuminate the lift device in a 4-foot radius outside at ground level of the door opening, shall be provided in a LED design. The light shall be wired to light automatically when lift door is opened. Lift lights shall be mounted internally in lift area above the lift in the lift door headlining.

7. Under hood light should be provided.

SECTION 23: FINISH AND COLOR

A. All exterior surfaces shall be smooth and free of visible fasteners, wrinkles, and dents. Exterior surfaces to be painted shall be properly cleaned and primed as appropriate for the paint used, prior to application of paint to assure a proper bond between the basic surface and successive coats of paint for the service life of the vehicle. Paint shall be applied smoothly and evenly with finished surface free of dirt, runs, and other imperfections. Painted surfaces shall be impervious to diesel fuel, gasoline, corrosive atmospheres, and commercial cleaning agents.

B. The vendor shall, as a minimum, provide a low VOC coating system that meets the following minimum requirements.

1. Primer - Corrosion resistant primer that is compatible with the basecoat/clear-coat system.

2. Basecoat/clear-coat System –

   a. Two-part system basecoat/clear coat, low VOC, air dry, stain resistant polyurethane enamel that is ultraviolet light resistant.
   b. The system shall have hardness, abrasion resistance, gloss retention, flexibility, chip resistance, and good adhesion characteristics.

3. Interior finish in the driver's area shall be a non-reflective material and/or flat grey color.

4. Exterior finish shall be Standard Fleet White.

5. Steel wheels shall be painted white.

SECTION 24: STANCHIONS, GRAB RAILS and MODESTY PANELS

A. All stanchions and grab rails shall be 1 - 1/4-inch stainless steel. Vertical stanchions shall be secured top and bottom with bolts to ceiling and floor metal framing to prevent twisting. All stanchions shall be mounted at floor and ceiling into the structural metal body member or metal plate.

B. There shall be a stanchion, grab rail, and padded modesty panel located at the rear of entrance door.

C. 30 inch (minimum) angled grab rails shall be installed at both sides of the entrance door, within easy reach from the ground, to assist passengers in both boarding and egressing. Grab rails shall be mounted to stanchions and structural metal members or metal plates in the sidewalls. Grab handles must not affect the clear entry door width.

D. There shall be a vertical stanchion, grab rail, and padded modesty panel located behind the driver's seat. There shall be a smoked, shatterproof, plexiglass 3/8" thick panel filling the area from the ceiling to the grab rail and the stanchion to the wall, shock mounted to prevent rattle. The purpose of this panel is to protect the driver from being hit with objects from behind. Panel must not impair driver's seat adjustments.

E. There shall be a vertical stanchion, grab rail and modesty panel located between the lift and forward most curbside stationary ambulatory passenger seat. There shall be a shatterproof, plexiglass panel filling the area from the ceiling to the grab rail and the stanchion to the wall.

F. All modesty panels shall harmonize with interior, both in color and design, and shall not provide a hazard to the passengers. Modesty panels are to be "through bolted." Standard screws are not allowable.

G. Overhead rails required by ADA provisions shall be at height of 71 inches to the top of the handrails from vehicle floor. The rails shall be fastened into structural metal body members or metal plates.

H. Overhead handrails shall be provided that shall be continuous including the wheelchair areas, except for a gap at the rear or front doorway.

SECTION 25: MIRRORS

A. Two power remote control, adjustable, heated side-mounted exterior rearview mirrors. The exterior rear-view mirrors shall be firmly supported and set to give a clear view past the left and right corners of the vehicle. The exterior mirror supports must be of sufficient length to allow a clear view along the entire side of the vehicle. The size of each mirror shall be at least 152 mm (6 inches) by at least 228 mm (9 inches). In addition, a 76 mm (3 inch) minimum diameter convex mirror shall be mounted above or below the other mirrors on both sides of the vehicle. Mirror frames and supports shall have a corrosion- resistant finish. Mirrors shall meet SAE-recommended standards and 49 CFR 393.80 as appropriate.

B. A standard chassis manufacturer's rear vision mirror with non-glare, day-night feature shall be provided. An aftermarket rearview mirror is acceptable if it is not available from the OEM with approval from the County.

C. One 4 x 13 or 6 x 16-inch interior passenger-viewing mirror shall be provided and mounted in such a way to allow the driver to easily view passenger activity in the vehicle from the driver's seat.

SECTION 26: MOBILITY LIFT

A. Wheelchair lifts shall be commercial type, Ricon Titanium 1,000 lb. capacity S Series or approved equal, meeting ADA and FMVSS 403 and 404 requirements, and meeting the following listed requirements.

B. All attachments of the lift assembly to the vehicle shall be done through structural support members. Bolting of any part of the lift assembly directly to the vehicle sheet metal walls will not be acceptable.

C. The wheelchair lift shall be electro-hydraulically and mechanically operated, mounted on the curbside of the vehicle, and accessible via access doors.

D. The wheelchair lift shall be interlocked with the transmission and emergency brake in such a manner as to prevent the vehicle from moving with the wheelchair lift door in the open position and prevent the wheelchair lift from being operated until the transmission is in park and the emergency brake is completely set. A dash mounted, indicator light will come on to show the system is activated.

E. Lift shall incorporate a power fold mechanism for platform. The lift shall incorporate a positive locking mechanism to prevent drifting from the stowed position.

F. The lift platform shall be secure and stationary when it is in the stowed position. No lift part shall intrude into the vehicle's body more than eighteen and a half (18.5) inches when in stowed position.

G. The lift assembly shall safely accommodate a *minimum* load of 1000 pounds All power units, operating joints, linkage and mounting points to the body shall be certified by the manufacturer as being adequate for the minimum load requirements.

H. Lift shall be power-up and power or gravity-down.

I. There shall be a pressure relief built into the hydraulic system to prevent "jacking" of the vehicle should the power remain on once the lift touches the ground.

J. The lift platform shall have an automatic stop-and-hold mechanism to prevent the platform from free falling or folding any faster than 30.48-cm/second (12 inches/second) in the event of a power failure or equipment failure during the raising and lowering modes.

K. An automatic safety barrier shall be provided at front of platform. An automatic or manual release of barrier at ground level is required.

L. Lift shall be equipped with a manual override to permit lift to be raised or lowered manually in event of power failure or emergency.

M. Hand held lift control shall be provided with a minimum 5-foot cord attached so lift may be operated from inside or outside of vehicle.

N. A passenger handrail shall be provided on both sides of lift platform.

O. Adequate provisions for safely storing the lift controls, when not in use, shall be provided inside the vehicle.

P. All pulleys, chains, cables, hydraulic cylinders etc., when provided, shall be fully enclosed.

Q. A complete set of operating instructions, schematics and a troubleshooting guide shall be included with each lift.

R. Lift platform shall be minimum 32 inches wide, as measured from inside edge to inside edge of platform.

S. Control box shall be lightweight and weatherproof. Additionally, controls shall have sequence interlock to prevent folding of lift platform before it is in full raised position.

T. A safety device shall be provided that shall render lift inoperable when lift door is closed.

U. A red warning light/audible alarm shall be located on the driver's instrument panel and shall activate when the mobility lift door is not secure. The warning light shall be labeled "Door Ajar".

V. A safety lift belt, Access-Arize or approved equal, shall be provided to help prevent accidents. The belt is to be 35 inches in length from end to end, made with: elongated webbing 1 ¾ inches wide, 2 inches of Kevlar material sewn on each end of the webbing, a metal seat belt buckle in the middle of the belt, 9.5 mil grommet ¾ inch to center of Kevlar, and Kevlar is abrade resistant.

SECTION 27: WHEELCHAIR SECUREMENT SYSTEM

A. Wheelchair Securement system shall be Sure-Lok or Q'Straint, or approved equal. Actual Sure-Lok or Q'Straint models of securement and anchor systems will be identified and priced by the vendor in the Wheelchair Securement System price sheet section.

B. Wheelchair securement system shall consist of four (4) floor attachment points per location for the chair. The strap configuration shall consist of a minimum of four (4) fully automatic heavy-duty retractors that can be quickly fastened to the floor attachment points and the wheelchair. The wheelchair securement system shall consist of self-tensioning and self-locking features. The retractors shall have the maximum amount of 7000-pound webbing attached to "J" hooks. Each retractor shall be equipped with a male pin connector for attachment of the occupant restraint system. Tie downs shall utilize grade 8 fasteners of the size required by the securement system's OEM. The tie down fastener shall include, as a minimum, SAE grade 8 cap screws, SAE grade 8 hexagon nuts and harden washers. All four (4) retractors shall be the same in design, size and shape to avoid confusion in placement and be interchangeable and thus can be used in front, back, left or right.

C. Floor anchorage points shall be Sure-Lok or Q'Straint or approved equal, utilizing corrosion resistant steel or aluminum and usable for front or rear tie downs or shared by both. Actual Sure-Lok or Q'Straint models of securement and anchor systems will be identified and priced by the vendor in the Wheelchair Securement System price sheet section. All anchorage points shall be recessed and nominally flush with the floor to prevent a tripping hazard. Recessed area shall be sealed prior to anchorage point installation to prevent the intrusion of water. Anchorage points shall be secured in accordance with FMVSS 207 AND FMVSS 208.

D. Occupant and wheelchair securement shall use an integrated system and be securely fastened. For each mobility aid securement system installed in the vehicle, a corresponding occupant restraint system shall also be provided. Occupant restraint system shall meet ADA requirements and all applicable FMVSS 403 and 404 requirements. Lap belt, included as part of the occupant restraint system, shall be 108

inches. If a fixed wall mount system for shoulder belts is used, this system should not obscure use of the emergency exit window.

E. Successful Vendor shall certify that wheelchair securement has met or exceeds all applicable Federal and State Motor Vehicle Safety Standards.

F. Any device that could possibly damage the wheels of the wheelchair shall not be used.

G. A storage box or approved equal shall be mounted under a seat to safely and securely store tie down straps when not in use. Location of the storage box and type of storage box shall be approved by the County prior to installation on the vehicle.

SECTION 28: MISCELLANEOUS (GENERAL)

A. Maximum (heavy-duty) radiator size and cooling fan available shall be provided. Radiator shall be equipped with surge tank (if available from chassis manufacturer).

B. The instrument panel shall have lamps sufficient to illuminate all instruments. All instruments shall be accessible for maintenance and repair and shall be mounted so that each instrument and all indicator lights are clearly labeled and visible to the driver. "Tell Tale" lights in lieu of the listed gauges will not be acceptable. Decals or Dymo Labels are not acceptable. Each vehicle instrument panel shall be equipped with at least the following:

1. Voltmeter – Of proper size to accurately read (without overloading) additional charge to electrical system when wheelchair lift and/or auxiliary air conditioning units are being used.

2. Oil Pressure Gauge – Provided by chassis manufacturer.

3. Engine Temperature Gauge – Provided by chassis manufacturer.

4. Fuel Tank Level Gauge – Provided by chassis manufacturer.

5. Speedometer with Trip Odometer – Provided by chassis manufacturer.

6. Hourmeter – Provided by chassis manufacturer.

C. Visible and audible warning devices shall be installed to inform following vehicles and pedestrians of reverse operations. Devices should be connected with back-up lights to produce an intermittent sound to warn others while bus movement is in reverse, equal to ECCO 530 or 575.

D. OEM horns shall be provided.

E. Driver's sun visor shall be provided.

F. Driver's coat hook and retaining strap shall be provided in the driver's area.

G. Vehicle shall be equipped with front and rear mud flaps.

H. Vehicle shall be equipped with a driver's side running board. Running board shall be a minimum of 9" deep, maximum of 12". This will be measured from the OEM body at the flange at the bottom of the rocker panel. Running Board shall extend from the front edge of the front door opening to the rear of the OEM cab. Running board must be designed to hold 300 pounds without permanently changing shape, and be slip resistant diamond plated aluminum, or approved equal. Driver entry area shall include a steel reinforced molded plastic grab handle, mounted to the rear of the door opening on the outside on the B pillar. Handle shall be a minimum of 6" grab area, durable, corrosion proof, and have no sharp edges. Installation with self-taping screws will not be accepted, must include bolts into threaded inserts and be able to support 250 pounds pull force.

I. A minimum five (5) pound dry powder type fire extinguisher, with gauge and hose, U.L. approval shall be provided. A bracket to securely hold fire extinguisher inside of vehicle shall be provided and vendor shall mount this bracket to a location in the vehicle. Type of bracket used and location shall be approved by the County prior to installation.

J. A three (3) triangle reflector kit shall be provided and securely mounted in an easily accessible location. Location shall be approved by the County prior to installation.

K. At minimum, a sixteen (16) unit first aid kit, shall be provided and securely mounted in an easily accessible location. Location shall be approved by the County prior to installation.

L. Body Fluid Cleanup Kit shall be provided and securely mounted (location shall be approved by the County prior to installation) to include at a minimum:

1. One (1) pair of Latex gloves,
2. One (1) package of absorbent powder,
3. One (1) package of antiseptic BZK towelettes,
4. One (1) bag 24"x 24" Bio-Hazard white w/tie,
5. One (1) bag plastic brown w/tie,
6. Certi-Green surface cleaner towelette,
7. Face mask,
8. Infection control,
9. One (1) SBB-2 scoop bag w/handle scraper,
10. Two (2) towels and
11. Paper crepe.

M. All vehicles shall come equipped with, and have containers for:

1. Seat belt cutter, secured by Velcro in a location chosen and approved by the County.
2. Working flashlight
3. Reflective vest
4. Chock blocks (2)

N. Chassis OEM manufacturer's AM/FM Stereo Radio with public address system input, plus four (4) speakers, two (2) in front and two (2) in rear shall be provided. The use of aftermarket radios of equal or superior quality may be used only if a radio is not available from the OEM chassis manufacturer to comply with specification.

O. Vehicle shall be equipped with emergency flashers that operate even if brake pedal is depressed.

P. Weight slip for vehicle must be completed by vendor and among paperwork delivered to the County upon delivery.

Q. Vendor is to complete and provide related paperwork for a DOT inspection from the dealer, as required by the County.

R. Vehicles must be aligned upon delivery. Vendor is required to provide verification in the form of documentation of this alignment with the delivery paperwork to the County. If the documentation is not complete and cannot be provided, vehicle will not be accepted.

S. Vehicles must be clean on the exterior and interior upon delivery.

T. Successful Vendor shall provide sixty (60) day temporary tags upon delivery.

U. Front bumper should be OEM standard chrome or approved equal.

V. Rear "Help" energy absorbing type bumper or approved equal, based on OEM chassis type.

W. Reflective marking tape should be installed on the rear of the bus per FMVSS 108 standards.

SECTION 29: MANUALS

A. Vendor shall provide one printed copy of the following manuals upon delivery of each set of like vehicles to the County. All service and parts manuals furnished shall also be supplied in a PDF format to allow the information to be loaded into the County's maintenance information system. The County will specify at the time of order if additional hard copy printed manuals are required for driver and training needs, and if so, how many are required.

In addition, the successful vendor shall furnish a detailed maintenance and inspection schedule for the vehicle in Excel or Word Format. The maintenance and inspection schedule shall incorporate the required maintenance and inspection of the basic vehicle and of its subsystems (e.g. lift) as prescribed by the representative manufacturers.

1. Current Bus Body maintenance**
2. Current OEM Chassis maintenance and parts ** manual
3. Standard operator's manual*
4. Body Parts Manual
5. Current mobility lift manual
6. As Built Parts Manual.
7. As Built Electric Schematics
8. Chassis OEM Powertrain Manuals (Engine and Transmission)
9. OEM Electrical Schematics.
10. Most current version of engine or OEM Chassis manufacturers electronic diagnostic hand tool 8008FXLC Star XLC with WebFlash with cabling and diagnostic cards or approved equal.

**Maintenance Manuals: Shall contain complete and detailed data required for maintenance of the buses, including general vehicle information, specifications, troubleshooting guide, lubrication and adjustment requirements, rebuilding procedures, wire and cable sizes and ratings, wiring and schematic diagrams, engine and transmission data, and lift data.

*Operating Manuals: The operator manual shall contain all information needed for the operation of the vehicle. The manuals shall be coach specific. It shall include general vehicle familiarization material, location, function, and operation of all controls, gauges, indicators, and switches; emergency procedures; trouble symptoms and diagnostic methods; safety devices and precautions.

B. Changes and Revisions: Following the issue of each publication, the contractor shall provide revised pages and updated electronic files covering any changes, whether required by change of design or procedures or due to error, and the revisions shall be kept current. Manual revisions shall be supplied before or coincidental with the arrival of altered parts or components.

SECTION 30: REQUIRED VEHICLE DATABASE INFORMATION

The vendor shall provide a Microsoft Excel file and hardcopy listing for each vehicle at the time that shall include (as applicable):

1. Manufacturer Name
2. Vehicle Model Name
3. Manufacturer Vehicle Identification Number (VIN#)
4. Engine make, model and serial number
5. Transmission make, model and serial number

6. Differential model and serial number
7. Alternator model and serial number
8. Regulator model and serial number
9. Starter model and serial number
10. Air compressor model and serial number
11. Air conditioning compressor model and serial number
12. Front axle model and serial number
13. Rear axle model and serial number
14. Catalyst/muffler and/or exhaust after-treatment model and serial number
15. Wheelchair ramp/lift model and serial number

SECTION 31: REQUIRED SUPPLEMENTAL INFORMATION

The following technical information and descriptive material is to be furnished by the vendor as part of the proposal.

1. Any and all deviations to the specifications via the Request for Approved Equal process outlines in Section 9 of the cover document.
2. Description of vehicle and body equipment, including body construction procedures; chassis make and model; passenger seats; and all other pertinent information as required by the specifications or required to allow proper evaluation to determine the responsiveness of the proposal.
3. Certifications of meeting FMVSS and Federal Bus Testing Requirements to meet both pre and post-delivery requirements.
4. Total capacity of fuel tank.
5. Capacity and make of alternator and batteries.
6. Type and size of radial tires.
7. A list of authorized service representatives for chassis, body, parts, and ancillary equipment.
8. Lift information.
9. Securement system information.
10. Occupant restraint system information.
11. Descriptive information of the air conditioning equipment.
12. Descriptive information on the passenger seating.

SECTION 32. ADDITIONAL ONBOARD EQUIPMENT

A. Bike Racks

Sportworks DL2 or approved equal bike rack mounted on the front bumper. The bike rack must be easily removed for towing.

B. Passenger Stop Request

Controls shall be provided adjacent to the wheelchair securement locations and seats for requesting stops and which alerts the driver that a passenger wishes to disembark.

This shall include both audible (chime) and visual (stop request) system. For ambulatory passengers, the audible controls shall be mounted at a height easily accessible for the passengers to use. For mobility-impaired passengers, the controls shall be mounted no higher than 48 inches and no lower than 15 inches above the floor. All controls shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate the controls shall be no greater than 5 foot-pounds.

C. Public Address System

A public address system tied into the radio system permitting the driver to announce stops and provide other passenger information. The vehicle shall be equipped with a minimum of four (4) interior speakers and one (1) exterior weather proof speaker, which shall provide for clear, audible messages. A separate volume control shall be provided within easy reach of the driver. The system shall be muted when not in use. The microphone shall be handheld microphone located adjacent to the driver. The handheld microphone shall be secured within the driver's range of vision and easy reach.

D. Electronic Destination Signs

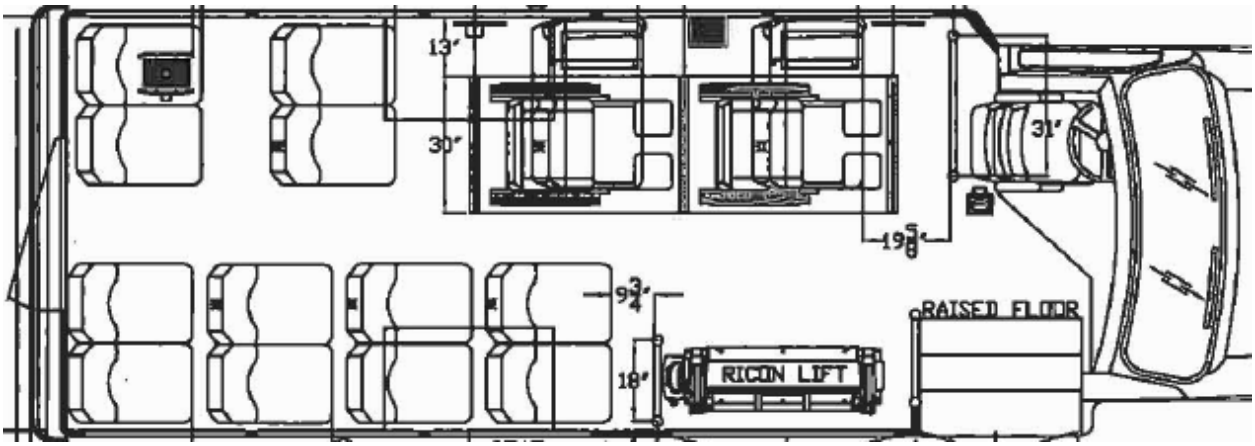
Luminator Horizon SMT automatic electronic destination sign system or approved equal. Signs shall be supplied on the front side, right side, and interior. Signs must comply with ADA requirements and be of the largest size the bus will accept. Should include the ODKR controller.

E. Automatic Voice Annunciation System

Must operate independently of the driver complying with all ADA requirements while providing clear and audible annunciation/prerecorded messages for every stop both inside and outside of the bus. Must be able to provide different messages for onboard passengers (indoor speakers) versus those waiting at a bus stop (outdoor speaker). Must integrate with GPS and electronic destination signs to ensure reliability and continuity of information.

Section 33. Floorplan

Type 3, Front Lift



VEHICLE SPECIFICATIONS FOR:

MEDIUM DUTY CUTAWAY BUS TECHNICAL SPECIFICATIONS

SECTION 1: GENERAL REQUIREMENTS

A. Vehicles shall be of the "body on chassis" type and will involve construction of a body on a light-duty cut-away van or truck chassis. The vehicle body shall be a body manufactured by a body manufacturer for transit application, not "converted" or "modified" to a transit vehicle from a sports van, passenger van or wagon, delivery vehicle, school bus, recreational vehicle, or similar vehicle. Body construction shall be conventional type, panels on structural metal frames, as described later in this document.

B. The vehicles shall be able to operate daily on all urban, suburban and rural primary and secondary roads within the State of Texas.

C. The vehicles proposal shall be the chassis manufacturer's current production year, 2017 Model Year or newer. The basic vehicle, both chassis and body, must be a current year factory production cutaway model that is catalogued by the manufacturer and for which manufacturer's published literature and printed specifications are currently available. The bus manufacturer shall be ISO 9001:2000 certified. **A copy of this certification must accompany the proposal submittals.**

D. Detailed floor plans with dimensions are to be provided with the proposal showing proposed seating arrangements, interior layout of the bus, and seat spacing between ambulatory seats (to include spacing between wheelchair positions/flip seats) for each bus type.

E. These specifications reflect the County's preference as to dimensions, materials and major components. However, the vendor shall not omit any part or detail, which goes to make the vehicle complete and ready for service, even though such part or detail is not mentioned in these specifications.

F. All units or parts used in the assembly of the final product shall be manufacturer's best quality and shall conform in material, design or workmanship to the best practice known in the transit industry. All parts shall be new and in no case shall used, reconditioned or obsolete parts be accepted.

G. The price quoted in any proposal submitted shall include all items of labor, material, tools, equipment, and other costs necessary to fully complete the manufacture and delivery of the vehicles pursuant to these specifications. It is the intent of these specifications to provide and require a complete vehicle of the type prescribed ready for operation. The Vendor shall assume sole responsibility for the entire vehicle as to warranty and after-sales parts and service. This includes the pick-up and delivery of the vehicle.

H. Note: Whenever a specific trade or product name is used within this specification, the following statement applies: "… or approved equal with the same standards of quality, design and performance." **All requests for approved equals must be submitted on the Request for Approved Equal form included in this proposal document and must be approved by the County.**

I. Vehicle inspection and delivery will be completed at 230 Legion Drive, Richmond, TX 77469, as described in Section 15 of the cover document for this request for proposal.

J. Delivery: Maximum of 180 calendar days from date of the purchase order. Pre- delivery servicing and adjustments: prior to acceptance by the purchaser, the contractor shall service and adjust each vehicle for operation. This process shall include, but not be limited to the following:

1. All accessories properly adjusted
2. Electrical, braking and suspension systems inspected
3. Battery checked
4. All lubricants checked
5. Cooling system level checked
6. Exterior and interior cleaned and washed
7. A 60-day Temporary Tag must be delivered with each vehicle.
8. Each vehicle should be delivered with four (4) sets of keys.
9. All vehicles ordered on same purchase order should be keyed alike. Exception may be made if ignition keys contain an electronic chip.

SECTION 2: LEGAL REQUIREMENTS

Pre-Award and Post-Delivery Audit: The Contractor agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

A. Buy America: Contractor must certify that the vehicle meets FTA Buy America requirements as specified in 49 CFR parts 661. If the proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. Specifications: Contractor must certify that the vehicle meets or exceeds these specifications and must obtain approval of exceptions prior to submitting proposals. As a courtesy, here is the link to more information on the Buy America requirements:
http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5;node=49%3A7.1.2.1.18

B. ADA: Contractor must certify that the vehicle and related equipment meets or exceeds ADA Accessibility Specifications as published in 49 CFR Parts 27, 37 and 38 as they apply to this proposal. In the event that any of the attached specifications deviate from ADA accessibility specifications, the specifications of the higher standard will apply.

C. The bus shall meet all applicable Federal Motor Vehicle Safety Standards (FMVSS), Federal Motor Carrier Safety Regulations (FMCSR), and the Environmental Protection State (EPA) regulations in effect at the date of manufacture and the Manufacturer shall so certify. Manufacturers must be certified by the National Traffic Safety Administration to manufacture or alter vehicles in accordance with the Code of Federal Regulations, Title 49, Parts 567-568. The bus must comply with all Federal Transit Administration (FTA) recommended fire safety practices to the maximum extent possible in accordance with requirements of 49 U.S.C. 5323(e). The bus shall comply with all federal, State, and local regulations including the Altoona test certification requirements. The bus shall also comply with all standards of the Americans with Disabilities Act (ADA) and its implementing regulations in effect at the date of manufacture. In the event of any conflict between the requirements of this Specification and any applicable legal requirements, then the legal requirements shall prevail.

D. ALTOONA BUS TESTING: Vendors that are offering vehicles (either as a base vehicle or with optional engines or modifications to the fuel system) are required to test at a minimum for 5-year/150,000-mile service life to CFR 49 part 665. Class E, F, and G vehicles are required to test at a minimum for 7-year/200,000-mile service life. **Final test report (hardcopy and electronic version on CD) shall be submitted with the proposal.** Altoona test must be completed and a satisfactory test report provided to the County prior to final acceptance of the first vehicle. Failure to comply with this requirement will result in nullification of conditional award. Vendors may not offer buses using the FTA's demonstrator/prototype model Altoona test exemption provision for five (5) or less vehicles for sale under this contract. Prior to acceptance of first bus, the structure of the bus shall have undergone appropriate structural testing and/or analysis, including FTA required Altoona testing, to ensure adequacy of design for the urban transit service. Any items that required repeat repairs or replacement must undergo the corrective action with supporting test and analysis. A report clearly describing and explaining the failures and corrective actions taken to ensure any and all such failures will not occur shall be submitted to the County.

SECTION 3: VEHICLE CLASS AND OVERALL DIMENSIONS

Medium Duty Cutaway Bus, Type 11- Body on Chassis (Ford F550 or approved equal)

WHEELBASE 208" to 235" – WIDTH 96" – SEATING 20-32/2
Quantity 17-63

Medium Duty Cutaway Bus, Type 11 –Body on Chassis (Ford F650 or approved equal)

WHEELBASE 230"to 330" – WIDTH 96" – SEATING 34-40/2
Quantity 6-52

The following dimensions and characteristics are given in order to indicate the approximate size and type of vehicle desired. Floor/seating plans of the proposed bus indicating compliance with the overall specified dimensions must be submitted with the proposal documents.

Vehicles shall conform to the requirements of the following table for the Diesel Engine base specification requirements.

VEHICLE CLASS	Ford F550 or approved equal	Ford F650/Freightliner or approved equal
Number of Wheelchair Positions	2	2
Minimum OEM Gross Vehicle Weight rating in lbs.	19,500 – 23,500	19,500 – 26,000
Wheel Base (Inches)	208 - 235	228- 330

A. Length: The overall length of the vehicle shall be the minimum necessary to satisfy the specified seating configurations of this proposal while meeting all applicable FMVSS requirements and chassis manufacturer requirements for weight distribution.

B. Width: Exterior (maximum) 102 inches. Interior (minimum) 92 inches

C. Height Overall: Standard and Flat floor buses: not to exceed 129 inches.

D. GVWR Rating: The gross vehicle weight rating (GVWR) shall not exceed the weight of a fully loaded vehicle. A fully loaded vehicle equals the weight of the vehicle equipped to meet these specifications, verified by a weight ticket, plus the weight of the passengers (*minimum*150 pounds for each ambulatory placement, *minimum* 250 pounds for each wheelchair placement, depending on wheelbase. Higher pound capacity shall be provided for larger cutaways). A weight distribution schematic and loading calculation must be shown for each floor plan and submitted with proposal for each floor plan offered. Loading calculations must be made with full tanks of fuel. A copy of a weight certificate from a state (state of final builder's location will be accepted for these purposes) certified scale showing the four corner unladen weight of the vehicle, with a full fuel tank, must be submitted at time of delivery.

E. Wheelbase: The vehicle wheelbase shall be sufficient to accommodate seating configurations required while meeting applicable Federal/State safety requirements and chassis manufacturer's specifications for weight distribution. Vendor to provide the engineered wheelbase as part of submitted floorplan diagram. Provide the shortest wheelbase allowable.

F. Step Height: With the vehicle at its curb weight and parked on a level surface the step height as measured from the ground to the top of the first step shall be no more than 12 (+/- .5") inches, unless a flat floor is being provided. Vendors shall specify flat floor first step height if different.

G. Wheel well (Flat floor only): On flat floor floorplans and specifications, wheel wells are not to protrude above the interior floor of the vehicle. Vehicle must maintain same interior height as non-flat floor buses.

SECTION 4: FASTENER SPECIFICATIONS

In accordance with Publication 101-592 and 15 CFR part 280.

A. All fasteners utilized in the assembly and construction of coaches, sub-assemblies, or components procured under this Contract shall comply with all applicable Federal, State and local law ordinance and shall be appropriate for the intended application.

B. The Vendor shall procure and deliver fasteners made in the United States for use in the coach manufacturing process. The steel shall be of high quality and for use in general and critical applications. At a minimum, Grade 8 bolts, nuts, flat and lock washers shall be utilized in all critical applications, including but not limited to: steering, suspension, axle assemblies, undercarriage, propulsion system, wheelchair occupant restraints, seating, etc. Standard hardware installed by the chassis manufacturer will be accepted.

C. All items covered by these specifications shall conform to applicable SAE, U.S.S. or Metric Standards and shall be of U.S. manufacture. No counterfeit fasteners shall be permitted. Should the County find the Vendor or their suppliers providing counterfeit fasteners of any type, the Vendor may be declared in default in accordance with the Contract Documents.

D. Fastener materials shall be compatible with materials being fastened. Where self-tapping fasteners are used, body panels shall be reinforced with steel backing, aluminum backing, or stainless steel backing.

SECTION 5: BODY AND ROOF

Structure

A. The vehicle shall have a purpose-built body, which will provide for a minimum floor to ceiling distance of 78" at the center aisle. It shall include a minimum 1 ½" steel tubing roll cage that is set on a maximum of 24" centers or less, for floor, sidewall and roof. The floor frame must be welded to the sidewall frame, and the sidewall frame must be welded to the roof frame. Steel roll cage must form a complete unitized body and a steel support cage behind front and rear cap to prevent flexing. All steel joints must have gussets for additional strength. All steel parts shall either be galvanized, powder coated or primed to prevent rusting. Composite construction is not acceptable. The entire sidewall structure shall be a minimum 1 ½" steel tubing and vacuum laminated and bonded as an integral unit. The use of double sided tape during any point of the sidewall construction is not allowed. Shall have a galvanized steel exterior skin a minimum thickness of .024". Construction methods utilizing double-sided tape to secure sidewall skin will not be accepted. All surfaces and hardware having sharp edges, corners, or angles that could cause injury shall be covered

and padded with heavy-duty vinyl-foam type material. The roof will be constructed of the same reinforced materials as the body of the vehicle and of sufficient strength to prevent vibration, drumming and flexing. Shall have a Galvanized Steel Roof Skin a minimum thickness of .024". Roof design will prevent ponding of water on the roof. The completed body shall meet the requirements of FMVSS-220 School bus rollover protection.

B. The body shall be constructed to provide maximum protection to passengers in case of rollover accident or a crash accident to the side or rear of the bus.

C. Front body caps shall be constructed of solid one-piece reinforced molded fiberglass, bonded and sealed to the vehicle body by a minimum of 1-inch overlap to prevent the penetration of moisture into the interior of the vehicle body. Fiberglass caps shall be of the sturdiest construction possible to endure the entire life of the vehicle.

Roof Construction

Roof super-structure shall be constructed of a 1-piece seamless FRP or 3-piece galvanized metal construction. Roof panel shall lap side panels by minimum of 1 inch. The overlapping panel construction is to preclude water leakage into the vehicle. Panels shall be riveted, bonded or welded to the superstructure. The roof construction shall be of sufficient strength to prevent vibration, drumming or flexing. The roof is to be designed and installed in a professional manner that is smooth and without bumps, waves or has an imperfection due to installation or material that will not allow the pooling of water.

Door Construction

A. Passenger Door. The front passenger entrance door must be an electric operated transit type door, located in the coach body. Operating controls should be located within easy reach of the driver. Door Opening: Minimum height 80" from top of first step to entrance header; minimum width 30" clear opening.

B. Wheelchair Lift Doors. A double door entrance shall be provided on the right (curb) side of the vehicle in front of the vehicle's rear wheels. The door opening shall be of sufficient width and height to accommodate a wheelchair lift as specified on page 42. Clearance between the top of the door opening and the raised lift platform shall be a minimum of 56" (142.24 cm). Each door shall be equipped with a Top Mounted gas shock that will securely hold the door in the open position while the wheelchair lift is in operation. (Sliding door is not acceptable). Each door must have a window.

Stepwell, Interior and Flooring

A. Stepwell. Galvanized steel, two steps covered with ribbed, molded rubber (RCA Transit Flor or equal), maximum 12" +/- .5" (30.48 cm), minimum 10" (25.4 cm) from ground to first step, 9" (22.86 cm) riser, Tread depth minimum 8½" (21.5900). Stepwell light operated automatically by door control. All steps to get up to floor level must be in stepwell area.

B. Interior. All interior panels shall be vinyl coated metal or equal in durability and cleaning ease. Vendor shall provide a list of available colors at their quoted price and may also include a list of colors available at additional cost. Interior shall be trimmed with an attractive molding, covering all seams. All surfaces and items or hardware in passenger compartment having sharp edges, corners, or angles that could cause injury shall be passed with heavy-duty vinyl covered foam-type material. Door and instrument panel is to be painted or otherwise finished to match overall tones of interior panel.

C. Floor Assembly. The floor shall consist of 3/4-inch 7-Ply marine tech grade plywood construction of sufficient strength and supports to not allow flexing of the finished or surface floor. The chassis, body and flooring shall be attached in such a manner as to act as one unit without any movement or flexing at the joints.

Exterior Seams

A. All exterior seams shall be constructed in such a manner as to shed water and exterior panels shall have lap joints.

B. In no case shall sealing of panels be dependent on caulking alone. Zinc chromate caulking, butyl rubber tape, or an approved equal shall protect all exterior joints and seams. No water leaks in the body will be acceptable. All exterior sealant shall be final sealed with white sikaflex 505UV.

Body

A. The vehicle manufacturer shall certify that its latest body design and construction method being furnished under this contract meets FMVSS 220 at a minimum.

B. The body shall be free of cracks, dents, defects, or physical damage.

C. All nuts, bolts, clips, washers, clamps, and like fasteners, including those that would be exposed to the elements on the exterior and interior of the unit, shall be zinc or cadmium plated, phosphate coated or stainless steel to prevent corrosion. No metal sheet screws shall be permitted.

D. Fenders and splash aprons (underskirt) of durable construction shall be provided to provide maximum deflection of the wheel splash. Front and rear mud flaps are required.

E. Roof gutters shall be installed over the windows and doors. Gutters shall be designed so as not to spill water on driver's exterior mirrors and intermediate drain holes shall not drain water on windows and doors when open or closed.

F. All components, subassemblies or partially completed assemblies that are subject to corrosion and/or absorption of moisture shall not be stored in an environment subject

to the influences of moisture, wind, etc. without being protected against such environmental influences.

G. Two rear tow hooks shall be provided, accessible under rear bumper. The towing devices shall be adequate in design and construction to permit towing the vehicle without distortion or failure.

H. Fender Wells shall be made of galvanized metal at a minimum.

I. Documentation certifying compliance with FMVSS 220 shall be submitted with proposal.

J. Resonance: Vehicle body shall be constructed in a manner that minimizes vibrations, rattles, and other body noises during normal use.

K. License Plates: All brackets, bolts, nuts and miscellaneous fasteners for attaching front and rear license plates to the vehicles shall be provided by the successful Vendor. Front and rear license plates holders must be mounted/bracketed to safety bumper by vendor prior to delivery to the County. License plate holders for the rear are to be illuminated by LED lights.

L. Body is required to be water tested upon completion at the manufacturer location to ensure there are no water leaks of exterior seams, roof construction or overall structure. Testing shall be done with water nozzles appropriately placed to test the entire conversion. Minimum 20-psi water pressure for testing is required for a minimum of 10 minutes. A certification of the water test result shall be submitted with the delivery of each vehicle.

M. Undercoating: The entire underside of the body including floor members, side panels below floor level (if metal), and fender wells shall be undercoated, at the time of manufacture, with a nonflammable resin type polyolefin undercoating for bus applications. All openings in the floorboards and firewall shall be sealed. Care shall be taken to prevent overspray of electrical cabling, air, brake and fuel hoses.

SECTION 6: INSULATION

A. Insulation shall be provided in both walls and roof. Adequate insulating properties shall be provided to ensure minimum heat, cold and noise penetration into the vehicle interior. Insulation may be accomplished through the use of vacuum design or equivalents approved with a minimum R-value of 8, fire resistant.

B. Equivalent to 3.81-cm (1½") block foam, *type of insulation and method to be defined by vendor,* shall be installed in the roof, rear wall, front and rear caps, sidewalls, and extended door sections including lift doors, minimum value R8 or above. If additional insulation is necessary to meet the requirement, the insulation shall be glued to the chassis body to prevent sagging.

C. The insulating material of the body and sidewalls shall be of sufficient thickness to contact the inner and outer walls, insuring positive vapor barrier (equivalent to 38.1-mm / 1 ½ inches) of block foam. Any insulation material used between the inner and outer panels shall be sealed or self-sealing to minimize entry and/or retention of moisture. Insulation properties shall be unimpaired during the service life of the bus. Any insulation material used inside the engine compartment shall not absorb or retain oils or water and shall be designed to prevent casual damage that may occur during maintenance operations.

D. Insulation shall comply with all federal requirements and shall pass the testing requirements specified in the Federal Transit Administration (FTA) recommended Fire Safety Practices for Transit Bus and Van Materials Selection. The combination of inner and outer panels on the sides, roof, wheel wells and ends of the bus, and any material used between these panels shall provide a thermal insulation sufficient to meet the interior temperature requirements of these specifications.

E. The bus body shall be thoroughly sealed so that the operator or passengers cannot feel drafts during normal operations with the passenger doors closed.

SECTION 7: DIESEL ENGINE - TRANSMISSION

The following chassis requirements are based upon the County's current requirements. Any chassis with a proven service history is acceptable to the County. Alternate configurations shall be evaluated. Any request for deviations to this section shall be fully supported with technical data, test results and any other pertinent information available, as evidence that the requested deviation meets or exceeds the Specification Requirements.

Diesel Engine:

A. Engine:

1. 6.8L diesel engine, turbo-charged, per OEM specifications. Largest HP rating available.
2. 6.7L diesel engine, turbo-charged, per OEM specifications. Largest HP rating available.
3. Fuel line water separator.

B. Emissions:
Vendors are required to meet all current Diesel Emissions EPA Requirements and technology should be modified per any federal change in the law during the course of the procurement and/or contract period. This must include all Diesel Exhaust Fluid (DEF) provisions and storage requirements.

C. Fuel Tank:
DEF tank fill shall be OEM style, separate from the diesel fuel fill door with a locking cover located on the driver's side of the vehicle.

Transmission:

A. Automatic transmission with overdrive, latest model available. Specify speed.

B. A chassis manufacturer's heavy-duty auxiliary transmission oil cooler shall be provided if it is available from the chassis manufacturer. Aftermarket oil cooler shall not be accepted.

C. Oil pan with magnetic drain plug and re-usable gasket if it is available from the chassis manufacturer. Aftermarket oil pan shall not be accepted.

D. The vehicle shall be equipped with an audible warning device in compliance with SAEJ994b that is activated when the vehicle transmission is engaged in reverse and continues as the vehicle is being backed up. This should be located behind the rear axle of the vehicle and all wires should be enclosed and secured. The dBA sound measurement shall be a minimum 87 dBA +/-3 dBA. The dBA sound measurement shall be measured from 3 feet above the ground and 2 feet behind rear bumper at the streetside rear corner of the vehicle.

Power Steering:

A. Power steering is required.

B. Chassis manufacturer's tilt and energy-absorbing steering column and steering wheel.

C. Steering shall incorporate an OEM factory installed tilt wheel feature.

D. OEM factory installed cruise control.

Emissions:

A. The vehicle shall be equipped with a heavy duty, corrosion resistant exhaust system which meets or exceeds FMVSS and EPA noise level and exhaust emission (smoke and noxious gas) requirements, including all State of Texas requirements, whichever requirements are more stringent.

B. Heavy duty exhaust hangers shall be standard equipment and shall be bolted to the frame. All hanger U-bolt thread orientation must be directed sideways. All exhaust system modifications shall use the exact type, size and gauge material as the OEM exhaust system. The use of flex pipe for exhaust modification will not be permitted. At a minimum, there should be three (3) tailpipe hangers.

C. The exhaust pipe discharge shall be at the rear street side corner of the vehicle (behind the rear axle) not to interfere with the lift operation, depending on lift configuration. Exhaust pipe is to be routed perpendicular to frame rails, 12 inches behind fuel tank

with a 90-degree bend from the OEM exhaust pipe, attached to both frame rails with no more than 3 inches of space between bottom of frame rails and top of exhaust pipe. Streetside exhaust shall protrude 1 inch beyond lower body panel with a maximum clearance of 2 inches between top of exhaust pipe and bottom of lower body panel.

Fuel Tank:

A. Fuel tanks shall have the maximum capacity as offered by the manufacturer. Vendor shall specify capacity with proposal.

B. The chassis OEM fuel system shall not be modified. Any fuel tank breached during modification shall be removed and replaced with a new fuel tank. Repair of the breached tank by any means will not be acceptable. Access to the fuel tank from vehicle exterior must consist of a locked, enclosed area via a metal locking fuel door, exposed fuel tank caps are not acceptable. The fuel tank must contain a full tank of fuel upon delivery to the final destination.

SECTION 8: FINAL DRIVE

A. A differential ratio, appropriate for maintaining legal highway speeds without excessive strain on the engine and transmission, yet capable of providing adequate, safe acceleration from a stop, shall be provided.

B. The drive shaft, bearing and U-joint shall be the OEM's standard for the GVWR specified. One or more protective metal guards for the drive shaft are required to prevent any section of the shaft from entering the vehicle or striking the ground in case of failure, in accordance with 49 CFR Part 393.89. Guards shall be 3/16-inch thickness steel (minimum) bolted to the frame.

SECTION 9: SUSPENSION SYSTEM

A. Front axle shall be manufacturer's standard. It must be load rated for the GVWR of the size bus involved.

B. Coil Springs or leaf springs may be provided in the front. Springs shall be progressive to give an acceptable ride under various load conditions.

C. Front shock absorbers shall be heavy-duty double acting gas filled, and load rated, capable of controlling the ride when the vehicle is empty, as well as when loaded to the GVWR. Highest rating available from OEM.

D. The rear suspension system must include OEM Load Leveling Suspension (SER) to maintain a level position once loaded to full capacity without affecting the ride quality. Front and rear stabilizer bar shall be provided, if available from the original chassis

manufacturer. The rear suspension must be equipped with Air Ride utilizing two rear air bags, leveling valves and heavy-duty shock absorbers.

E. Frame Height should be equal on both sides of the vehicle, requiring additional springs to compensate for lift weight, regardless of lift position.

SECTION 10: TIRES AND WHEELS

A. Tire Requirements:

1. Vehicles shall be equipped with seven (6 + 1 spare) premium tubeless, steel belted, black sidewall, all-weather radial tires, the largest size available from the OEM for GVWR specified.

2. All tires shall be electronically spin balanced to a minimum speed of 65 MPH.

3. The inside dual tires mounted on the rear axle shall have air valve extensions.

4. One appropriate size jack will be provided with the spare tire in the vehicle.

B. Wheel Requirements:

1. Vehicles shall be equipped with the heaviest duty 19.5 inch (minimum), 1 piece ventilated steel wheels recommended for the GVWR and tires specified. All wheels shall be interchangeable.

2. One (1) spare wheel, matching the wheels on the bus with an identical tire shall be supplied per bus.

3. The chassis manufacturer's lug nut indicators if available from the chassis manufacturer shall be installed on all wheels.

SECTION 11: BRAKES

A. Services brakes shall be Full Air drum brakes with ABS all-wheel anti-lock braking system if available for the selected vehicle. Hydraulic self-adjusting power front and rear discs with an anti-lock ABS system are acceptable if air brakes are not an option. The braking system shall comply with FMVSS 105 and FMVSS 106.

B. The braking system shall be heavy duty and the largest offered by the manufacturer for the GVWR specified.

C. Brakes shall conform to all Federal and Texas Motor Vehicle Safety Standards.

D. Parking brake shall be standard manufacturer's mechanical type, independent of the vehicle's service brake system. It may be a heavy-duty hand or foot-operated parking

brake with a warning light on the dashboard. If four-wheel disc brakes are supplied, specify the type and the location of the parking brake. The parking brake shall be factory installed in the rear breaking system and not lock on the driveline.

E. The brakes shall be free of objectionable noise or squeal when applied.

SECTION 12: ELECTRICAL SYSTEM

A. The vehicle shall be supplied with an alternator-powered 12-volt electrical system. The vehicle is to be equipped with an OEM or approved equal 225 extra heavy-duty amp alternator with an integral voltage regulator and easily accessible for maintenance and repair. Duel alternator systems will be allowed but must be identified in the proposal for consideration.

B. Battery

1. Two (2) heavy-duty 12 volt batteries, with a combined 1400 CCA minimum for diesel engines. The batteries shall be lead acid premium construction and maintenance free. The positive (+) and negative (-) terminals shall be of different size on the same battery to prevent incorrect cable installation. All battery terminals shall be coated with an anti- corrosion and sealant protector.

2. Both batteries shall be located in a lockable box mounted on the curbside of the bus unless the Chassis manufacturer requires otherwise. This battery box shall include a slide out tray that securely locks in the stowed position. The slide out tray shall be made of galvanized metal or stainless steel. Box location should be no lower than the bottom of the entry door.

3. The battery tray slides shall have the ability to carry twice the weight of the bus batteries. The battery tray shall have adequate drain holes (a minimum of two). The battery box shall also be equipped with two drain holes preferably adjacent to the two battery tray drain holes when the tray is in the stowed position. The tray shall have the ability to extend a minimum of 3 inches beyond the opening of the battery compartment. Drain holes to be closely aligned when the battery tray is in the stowed position. Battery hold-downs should be properly sized and prevent the battery from shifting or moving in the battery tray which may require shift blocks made of an insulated material to prevent corrosion. All battery securement devices and securement hardware, including slides and tray shall be stainless steel and be self-locking or tension retaining hardware. Battery box must be designed with full support under the tray. Battery trays that are built without structural support underneath will not be accepted.

4. One thumb-release latch and one locking latch that will rotate 180 degrees from the closed position shall secure the battery compartment door. A chrome retractable latch shall hold the door in the open position. A diagram showing

the configuration of the battery cable installation shall be installed to the inside of the battery compartment. Cables shall be long enough to allow specified pull out extension and shall be protected and flexible enough to fold away when stowed without shorting or damaging the cables. Battery cables installed in place of chassis manufacturer's battery cables must be a heavy duty, continuous run and sized to match the electrical systems maximum draw.

5. Access to the battery tray shall be from outside the bus. The access door to the battery box shall swing up at a minimum 60 degrees to the horizontal plain. With the compartment door lock not in the locked position the door shall remain in the closed position when the bus is traveling at any safe speed or making any safe type of turning maneuver. The battery box shall be sealed to prevent road debris, dust, rain, snow or other forms of precipitation from entering the box, but shall not be air tight for safety reasons.

C. All controls and instrumentation necessary for safely operating the vehicle shall be located within easy reach of a fifth (5th) percentile female through to a ninety-fifth (95th) percentile male driver seated in the driver's seat with the driver's seat belt fastened.

D. Wiring

1. Original manufacturer's vehicle wiring shall remain unchanged to the greatest extent practicable consistent with the requirements of these specifications. All add-on electrical components controlling the power to the bus body electrical circuits shall be located in a separate electrical junction box. The junction box shall be easily accessible through a hinged lockable door. The junction box shall be suitably sized to allow for ease of maintenance, repair and ten (10) percent additional space for the installation of future electrical components. The junction box shall be located within accessible reach of the driver. All body harnesses shall join on a terminal strip made of a high strength dielectric material. All circuits shall be protected by manual reset circuit breakers, in lieu of fuses. Circuit breakers shall be numbered and sized to provide proper overload protection for each individual circuit.

2. Wiring and terminals shall meet or exceed current Federal and State vehicle requirements and be amply sized for both mechanical strength as well as to carry required currents without significant voltage drops.

3. All wiring, including chassis manufacturer's, shall be enclosed in non-metallic loom meeting current SAE Standard J762a and be adequately supported by fully insulated "P" clamps with a minimum spacing of every 24 inches and routed for protection from heat, moisture, solvents, corrosion, road debris, abrasion and tension. Tie wrap shall be used minimally in the securement of electrical harnesses and wiring.

4. All non-OEM wiring connections greater than 10-gauge shall be properly crimped, soldered and sealed with heat shrink tubing. Crimping by hydraulic crimper or electrical crimper that fuses the connector and the wiring is acceptable in lieu of soldering. Contractor to supply sample of crimped connector greater than 10-gauge.

5. The bend radii of all installed electrical wires and cables shall not exceed the manufacturer's recommended minimum bend radii.

6. All parts of the wiring system and electrical components shall be protected from corrosion. All connectors installed on the underside of the vehicle and/or exposed to any outside element and/or have a 20 amp and high circuit breaker within its electrical circuit shall be double insulated.

7. There shall be no exposed or loose wiring in the driver or passenger compartment. Any bus body wiring harnesses containing exposed excess lengths shall have the excess length neatly gathered and secured to a rigid bus body or chassis frame member.

8. Wiring shall be of sufficient length to permit positioning, as well as replacement of terminals, twice, without excessive tension.

9. Protective grommets shall be provided at points where wiring penetrates metal or other material.

10. Three added grounds shall be installed on the vehicle; all shall be # 0-gauge cable. One ground shall be installed between the engine and the OEM frame. The second ground between the Cutaway Body frame and the OEM frame, and a third between the lift pump housing and the side battery, grounds must be continuous, without splices. For all ground connections, paint or foreign material must be removed and a coating of dielectric material applied to the cleaned surface where each ground attaches.

11. All wires shall be color coded or numbered every 6 inches maximum to correspond with the wiring diagram for ease of service and identification.

12. Complete "as built" wiring schematics shall be provided with each vehicle, specifically matching the vehicle provided with all options included. General wiring diagrams will not be accepted.

13. Fare box shall be mounted with trip handle toward driver. It shall be mounted on a stanchion, adequately braced, located near the driver and easily accessible to passengers entering the bus. An amber or indirect fare box light shall be connected to the dash instrument lights. Two interchangeable lockable fare box

vaults and fare box, keyed alike with a double set of keys for each lock shall be supplied. Vault and fare box exteriors shall be marked with key reference. The County is currently using Diamond XV Rectangular Fare boxes or approved equal.

14. Security/Surveillance Camera System

The County's bus security camera system consists of these pieces of Seon (or approved equal) equipment:

1. Seon DVR: TX-8
2. Seon Wireless Bridge: BA-032-0192
3. Seon Hard drive for DVR: TX-H640
4. Dash Camera Non-infrared: BA-CJ803A20
5. Four (4) Interior Cameras w/ infrared: BA-CQ803A20

The Seon DVR is to be mounted directly behind the driver on the modesty panel. The non-infrared camera is to be mounted on the dash and pointed forward facing traffic. The County understands that exact positioning will vary by model of vehicle. The Vendor shall request approval of layout for each new model prior to installation.

The interior cameras will have five (5) different positions:

a. The first camera mounted on the ceiling near the stepwell pointed towards the passengers. This camera should also include the fare box.
b. The second camera should be mounted behind the driver on the wall (near the ceiling) directly across from the wheelchair lift. This Camera should be pointed to view both the stepwell and wheelchair lift in one view.
c. The third camera will need to be mounted on or near the back wall to catch a view of the bus interior pointing forward.
d. The fourth camera will need to be mounted on the passenger side of the vehicle, behind the entrance door, looking at farebox and driver compartment area.
e. Dash mounted (non-infrared) forward facing looking down the road.

15. USB compatible wiring harness capable of connecting to any number of various wiring tips should be terminated near farebox location to provide for installation of RAM mounts and connectivity to tablets upon delivery.

E. Electrical components that may require servicing or replacement shall be readily accessible through access panels or covers. Installation of aftermarket electrical components and systems in the engine compartment shall be eliminated to the greatest extent possible.

F. Maximum radio suppression available from chassis manufacturer shall be provided.

G. A driver control console, within easy reach of driver and with unobstructed switches and controls shall be provided. The driver control console shall be of quality construction with sturdy framework, attached with nut and bolt fasteners (no self-tapping screws), and an access panel held in place by stainless steel machine screws. Overhead position is not acceptable. The driver console design and installation shall take into consideration radio and tablet equipment to allow clear and easy access to this equipment, console switches and controls. Console position shall allow easy and safe access by the driver in the driving position during service operation without taking his/her eye of the road. If attached to the OEM motor cover, then particular attention should be made for unit to be attached straight and flush to OEM console with plug in wire connectors to allow for removal and service.

H. An in-line circuit breaker, with manual reset, of adequate capacity for circuit to mobility lift shall be provided in a location in accordance with the lift manufacturer's recommendations. The circuit breaker shall not be located in the chassis engine compartment. The power wire to the lift shall be securely "P" clamped and protected.

I. All electrical bus body functions and master battery control should be routed through a relay controlled by the ignition switch and **not** include a separate master control battery switch.

J. Interior OEM Engine Cover: Attaching any additional wiring to the interior engine cover shall not be allowed.

K. Additional 12-volt accessory power: Provide two (2) switched, circuit breaker protected 10-gauge power and ground wires from the junction box to the interior panel directly behind the driver's stanchion, 6 inches below the ceiling, terminated in a covered automotive junction box for additional interior power needs.

SECTION 13: INTERIOR CLIMATE CONTROL

All climate control system controls shall be located within easy reach of operator and shall be located on a control panel.

A. Heating/Air Conditioning/Defrosting Requirements:

1. Chassis manufacturer's in-dash deluxe heater and defroster, maximum BTU rating available, shall be provided.

2. All vehicles require an integral front air conditioner OEM chassis manufacturer rated at 15,000 BTU minimum as installed with factory dual compressor.

3. Auxiliary rear air conditioner capable of producing a minimum of 74,000 BTU with 665 CFM diffused air flow equal at a minimal. The system must be

adequate for the size of the bus proposed and must meet the Houston Pull Down Test.

4. Cooling shall be specified in BTU at 100°F, ambient temperature.

5. The condenser for the air conditioner shall be mounted in the body skirt and shall have a minimum of three .25-m (10") fans cooling the condenser with automatic reset.

6. The evaporator shall be mounted at the wall ceiling junction at the rear of the bus and shall not reduce the headroom to less than 1.52-m (59") and not extend outward from the rear wall more than .6096-m (24") into the passenger compartment area.

7. Evaporator drain shall run downhill from evaporator housing. Elbow, or turn down, shall be a minimum of ½ inch below the outlet on the housing. Drains must be installed to prevent puddles of water from being retained in the system.

8. The refrigerant lines to the evaporator must be adequately supported between the wall of the bus and the evaporator.

9. All refrigeration, heater and drain lines that enter the passenger compartment shall be encased in a rigid material, fiberglass, aluminum etc. that harmonizes with the interior to prevent injury to passengers in the event of line eruption.

10. The air conditioning system shall use environmentally friendly refrigerant R134A or approved equal. The entire air conditioning system, including add-ons, shall utilize the same type of refrigerant supplied by the chassis manufacturer.

11. A label must be placed in the engine compartment-detailing manufacturer's name, refrigerant type and quantity, compressor oil type and quantity.

12. The evaporator and condenser must be matched to the compressor as per manufacturer's recommended installation instructions.

13. Refrigerant hoses shall be SAEJ2064, double braided Barrier type Goodyear, Aeroquip or approved equal and shall be completely enclosed in loom over the entire length to prevent chaffing. The refrigerant hoses shall be supported at a minimum of every 24 inches with fully insulated "P" clamps.

14. Refrigerant fittings shall be ATCO, Aeroquip or approved equal. These fittings may be "O" ring type. <u>In addition, a complete set of refrigerant fitting shall be supplied to the County upon delivery of vehicle. A complete set constitutes enough fittings to replace the entire system.</u>

15. Protective grommets shall be provided at points where refrigeration, heater and drain hoses penetrate metal or other materials.

16. All HVAC system hoses and wires that pass within 12 inches of exhaust system shall be shielded in a manner to prevent heat damage to them. All hoses must be a minimum of 6 inches away from the catalytic converter and 4 inches away from exhaust pipes and muffler.

17. Each vehicle shall have a front mounted integral high output heater and a rear output auxiliary heater mounted either to the floor or to the ceiling above the rear exit door. **Rear heater location to be determined individually for each bus purchase by the County.** The front heater and defroster shall be OEM chassis manufacturer.

18. The rear heater shall be equipped with an electric operated heater control valve to be activated by the heater on/off switch. The total output of the auxiliary heater system shall not be less than 65,000 BTU.

19. Heater booster circulator pumps may be required to force air up and assist in proper circulation of air to rear of the bus. Booster pumpers are to be activated by the heater on/off switch. If booster pumps are not required, vendor is to explain why.

20. All heater water coils will be heavy-duty copper or aluminum. Heavy duty quarter turn shut off valves shall be located in the supply and return lines to the heater. These valves shall be readily accessible.

21. Heaters are to be controlled by two individual three-position switches (off, low, and high).

22. All hoses, drains and wiring must be covered and adequately supported with plastic/rubber coated steel clamps secured at a minimum of two-foot intervals. All heater hoses are to be silicone, with clamps designed for use with silicone hoses. Combustion heaters are not acceptable. Shutoffs shall be on all hoses.

23. Heater and associated hardware shall meet SAE-recommended standards and practices and shall meet the applicable criteria of 49 CFR 393.77.

B. Roof Hatch:

Vehicles shall be equipped with one (1) Transpec Model 1000, or approved equal, roof ventilation/escape hatch nominally centered in the vehicle roof. Roof ventilation/escape hatch features shall include five-position ventilation (minimum), rubber gasket to prevent leaks and emergency exit capability.

SECTION 14: INTERIOR TRIM

A. Sidewall rear wall, and ceiling trim panels shall be melamine, ABS plastic, FRP, smooth fiberglass gel coat, vinyl, polypropylene fiber or an approved equal, applied in one or more sections. Trim molding of stainless steel, anodized aluminum, FRP or ABS plastic shall be used to cover seams. The trim molding shall be continuous except at the door openings, wheel well and fuel intake line covers and run the entire length of each seam covered.

B. Panels shall be supported to prevent, buckles, vibration, drumming or flexing and particular care shall be exercised to keep the body light fixtures from weaving or bouncing when the coach is in service. The ceiling panels shall be supported to prevent sagging.

C. All interior panels, materials, and treatments shall be flame retardant in conformance with FMVSS 302 and treated to be easily cleaned.

D. The interior of the driver's area shall be padded with 1/4-inch foam and covered with vinyl to aid in noise reduction. Other materials such as "recycled Green" may be used with the County's approval. Color selection to be in accordance with Section 16.

E. All ceiling and sidewall panels shall be scuff and scratch resistant.

F. All sharp corners, edges and protruding hazardous surfaces shall be eliminated. There shall be no open seams between trim panels.

G. All panels shall be the same color and coordinated with the interior colors of the vehicle.

SECTION 15: DECALS, AND MONOGRAMS

A. All signs required by state and federal law regarding safety and operating procedures shall be affixed to each vehicle exterior and interior. Interior and exterior signs may be decals. Manufacturer shall place two international symbols of accessibility, at least 15.24-cm (6") square, to be placed, by the manufacturer**,** on the vehicle in concurrence with ADA regulations. Decals must be 3M premium grade vinyl or equivalent. Final placement to be approved by the County with each production model.

Interior: NO SMOKING – 2
WATCH YOUR STEP – 2
FIRE EXTENGUISHER – 1
Do Not Stand Forward of the Yellow Line - 2
No Smoking, Eating, Drinking – 2
Please Remain Seated While Bus is in Motion - 2

Priority Seating Signs and other required notices as required by the ADA - 1
Law Prohibits the Operation of this Vehicle While Anyone is Standing in FRONT of the Yellow Line – 1
NOTICE: Security Cameras and Audio Recording in Use – 1

Exterior: Caution – Children May Be Exiting – 1
Safety Decals – to include necessary warnings and precautions for emergency exits, steps, wheelchair lift, etc.

SECTION 16: SEATING

A. General

1. The Vendor shall provide detailed floor plan and seating drawings, which are to scale and meet passenger-seating, and loading requirements with each order. Drawings, at a minimum, shall show the location and dimensions of all seating positions, drivers position, aisles, doors, modesty panels, stanchion, grab rails, tie down locations, and other passenger assists. In addition, all major body interior and exterior dimensions, along with gross vehicle weight axle loads and gross vehicle weight rated axle loads, must be shown. Separate diagrams can be provided to show seat location, lift, tie downs, lighting and window placement.

2. All seating, including driver, shall meet or exceed the Federal Transit Administration recommended Fire Safety Practices for Transit Bus and Van Materials Selection.

B. Passenger Seating

All passenger seating shall be a minimum of Freedman Level 5 or approved equal and meet the following requirements.

1. Seats shall have full individual spring suspension for each passenger as well as contoured full lower back (lumbar) support. Passenger seat frame shall be constructed of steel and meet FMVSS 210.

2. Seat installation shall meet FMVSS 207 standards.

3. An energy absorbing padded grab handle shall be provided at the top of each ***aisle*** forward facing seat position and be as wide as practical, depending on seating configuration. Perimeter seating floorplans with not have grab handles. The diameter of the grab handle shall be no less than 3.175-cm (1¼") and no greater than 3.8-cm (1½").

4. Seats shall be mounted on adjustable seat track mounting or approved equal. This mounting shall allow for repositioning of seats by loosening mounting bolts and sliding seat along a track to desired position. This type of seat mounting shall meet all applicable FMVSS requirements, specifically FMVSS 207. The trim shall be nominally flush with the floor covering to prevent a tripping hazard. A one-piece filler/cover shall be provided in tracking between fixed seat placements on the floor and wall tracks. Floor track will not be installed in any area not covered by a fixed seat. Track can extend 6 inches to the rear of the fixed seat area to allow for seat adjustment by end user to better accommodate their needs. Delete seat track at wheelchair tie down space.

5. Pedestals shall be placed a minimum of 15.24-cm (6") from the seat edge to provide toe clearance. The pedestals shall be anchored to the floor of the bus with minimum Grade 5 bolts.

6. Seat Dimensions

   a. Seat width per person: 17.5 inches minimum
   b. Seat depth: 17 inches minimum
   c. Seat back: 21* inches minimum
   d. *25 inches minimum as measured from the top of the seat bottom to the top of the seat back.
   e. Seat back angle: 10 to 15 degrees
   f. Hip to knee room: 28 inches nominal (maximum available)
   g. Aisle width: 16* inches nominal (maximum available)
   * To be measured at seated passenger hip height.

7. Seat upholstering both back and bottom cushion, shall be vertical or combination vertical and horizontal quilting. In addition, front of bottom cushion shall be rolled. Foam shall be contoured, dense, transit grade polyurethane with a minimum thickness of one and half (1 ½) inches.

8. All seats shall be covered with Freedman Level 5 fabric or approved equal. The seat color shall be coordinated with the interior vehicle color; the County will have option to choose color within the guidelines of the material type.

9. Back of permanent ambulatory passenger seats to exclude rear seats against the back of the bus should be covered with a plastic protective cover.

10. All metal surfaces shall be chemically cleaned and coated with a corrosion preventative material to provide rugged, long lasting, rust resistant surface.

11. Seat covering and padding shall cover the seat frame and meet FMVSS 302, flammability of interior material. Cushions and seat covers shall be of the slip covering type, removable and replaceable without removing the entire seat. All seat cushions shall be interchangeable within the vehicle.

12. Each seat position shall be equipped with a passenger restraint system, which meets current FMVSS requirements, intended to hold passengers in a secure seated position during normal operations. Seat belts shall be anchored through the floor structure, independent of the seat, or bolted to the seat frame assembly (preferred). Each restraint belt and installation shall meet all applicable FMVSS standards including 208, 209, and 210. The installation of the seat belts shall have no twisting, binding or bunching of the seat belt web material.

13. All seat belts shall be the Freedman USR (Under Seat Retractor), or approved equal. Seat belts shall meet or exceed FMVSS 207/209 (seat belt assemblies, performance and strength) and FMVSS 210 (seat belt mounting certification.) The passenger seats, frames and seat belts should operate as a complete system. All two-point seat belts must be permanently mounted on the seat frame. Seat belts attached to the floor track or wall track are not acceptable. All seat belt retractors must be permanently located under or behind the seating position. All seat belts must be user friendly, easy to operate, lightweight, and durable with metal buckles. Three (3) 24" belt extenders shall be provided with each vehicle. Shoulder Belts for wheelchair positions shall be provided.

14. Foldaway seats shall be Freedman model foldaway seat or approved equal. Actual seat types will be identified and priced by the vendor in the Passenger Seating Option price sheet section. Foldaway seats must meet or exceed all applicable Federal Motor Vehicle Safety Standards including FMVSS 207, 210, and 225 seat belt certification testing. Seat must be cantilevered and tested to support 500 lbs. per passenger weight. Test documentation must be provided upon request. Folding seat will not use an aisle leg or tether for support.

    The foldaway seat operation shall require no more than two (2) steps to store or deploy. A cylinder shock must be provided to assist in the controlled storing or deployment of seat. Seat shall include a self-locking mechanism for security. The underneath area of the seat shall appear finished without exposed seat springs or seating material and include a seat instruction plate. Passenger seats frames and seat belts should perform as a complete system. Two-point seat belts will be permanently mounted on the seat frame. Under seat belt, retractors will be permanently located under or behind the seating position. Seat belts shall meet or exceed FMVSS 209 and 210. The design of the flip seat shall complement the standard passenger seats and be from the same manufacturer or approved equal.

    Folding seats must be installed so that rubbing/chaffing does not occur during fold operation. Seat cover must not touch sidewall or structure during fold/unfold. Folding seats must be mounted to steel structure that is an integral part of the final stage builders under floor structure, minimum thickness 1/8 inch. Steel plating for seat securement must be designed into floor, added steel plating similar to large washers would not be accepted. All Seat mount bolts and wheelchair shoulder harness mount bolts that are not fastened to seat track

will be mounted to the above required structural steel members. No fasteners will be allowed within 1-½ inches of any flat steel components edge. This requirement does not apply to fasteners through box beam type of structure.

15. Arm rests to be provided for aisle seats.

C. Driver's Seating

1. A power deluxe driver's seat (OEM driver's seat will be considered however approved equals can be submitted if the item is FMVSS compliant) shall be provided with forward and rearward adjustment, right side armrest, lumbar support, reclining feature, and high back. The seat shall be upholstered in the fabric chosen by the County consistent with B. Passenger Seating # 8 and match the predominant color of the passenger seats, chosen by the County.

2. Driver's shoulder seatbelt must be vertically adjustable.

SECTION 17: FLOOR AND FLOOR COVERING

A. The sub floor shall be 3/4-inch-thick (minimum) 7-Ply marine grade plywood or approved equal, with moisture sealed edges. Sub-flooring must be installed to create a smooth surface to lay the floor rubber.

B. Sub floor structure shall be designed and assembled for a minimum trouble free service life of 7 years. The sub floor structural members shall be made from steel with minimum yield strength of 36,000 psi or approved equal. Sub floor frame shall be mounted to OEM alternate frame spacers. Additionally, wheelhouse assemblies shall be made of corrosion resistant 12 gauge (minimum) steel construction and fully welded to floor and side framework. Ample clearance under load and under all positions of the suspension and steering geometry shall be provided between the wheel housing and tires.

C. Subfloor assembly shall be mounted to vehicle chassis utilizing a minimum of 8 rubber grommets or pads to help reduce the amount of road shock being transferred into vehicle body.

D. Wheelhouses shall be covered with a plastic molded cover or metal. No screws shall protrude into the underside of the wheel well.

E. An access panel for ease in maintenance of the fuel pump shall be provided.

F. The floor surface shall be covered with wall-to wall, slip-resistant, minimum 2.2 millimeter Altro Transflor Meta or approved equal. Flooring edges shall be edge welded to provide a completely sealed floor. The floor covering shall not shrink during the service life of the vehicle. The floor material shall be securely bonded to the under structure and rolled smooth. The adhesive used to bond the floor material must be backed by a manufacturer's warranty of no less than five (5) years for installation and

adhesive. The method and procedure used to fasten the floor covering to the under structure shall be approved by the floor covering manufacturer. Color to be selected in accordance with trim levels.

G. The flooring shall be 1/8" (minimum) smooth under the passenger seats and over the remainder of the floor and step treads. All step edges shall have Altro T36T Aluminum Step edge or Altro yellow nosing with band of 2 ½ inch of bright yellow Altro, or approved equal, inserted into the step edge using contact adhesive running the full width of each step. An aisle width standee line of at least two (2) inches in width of bright yellow contrasting color shall be in the aisle just behind stepwell. The tread and step edge shall be bonded into one piece.

H. All mating edges of the flooring, step tread and step nosing materials shall be weather sealed and heat welded to prevent water penetration. The height of the sealant bead shall be consistent with the flooring, step tread, and step nosing base thickness.

I. Flooring cover color to be specified by the County from Altro standard stock selection.

J. There shall be molded plastic, fiberglass, hard rubber, aluminum or FRP cove molding between sidewalls and floor for ease of cleaning. The cove molding shall be one continuous piece along each wall except when interrupted by such items as wheel well, fuel line, mobility lift door and interior corner covers and door openings. Molding shall be covered up the side 10" to run up to the sidewall.

SECTION 18: STEPS AND STEPWELL

A. Step height from ground (no load) shall be ADA compliant or 13 (+/- 1) inches maximum whichever is less. Individual risers shall be 9 and 1/2 inches maximum in height and in case of more than one (1) riser; all step risers shall be the same height, except in the case of the flat floor option. Vendor will provide step height if flat floor floorplan is provided. Step tread depth shall be 8 and 1/2 inches minimum, depending on floorplan.

B. The stepwell shall be modular design, 14 gauge (minimum) galvanized steel, galvaneal or stainless steel (treated to prevent the effects of corrosion over the life cycle of the vehicle) smoothly and continuously welded into the bus body structure. Stepwell shall be adequately reinforced to prevent permanent deformation or elastic deflection of no more than .12 inches when either step is loaded over the center half with a 300- pound static load.

C. Stepwell shall be completely enclosed and weather tight when the passenger doors are in the closed position.

SECTION 19: PASSENGER DOORS

A. Front Entrance Door

1. The vehicle shall be equipped with an electric, double leaf, outward opening "transit style" door with a center molded, overlapping, safety seal. Door is to have an electric door opener and operating mechanism. A&M door system or approved equal is acceptable door assembly. The front doors shall be located opposite the driver. The front doors shall be equipped with an interior safety release mechanism, permitting the doors to be mechanically opened in the case of an emergency.

2. A rocker switch located in the driver's area shall activate the front door mechanism. Drivers shall be able to operate the door without leaving their seat. Entry door shall not be operable unless the vehicle is in park.

3. The front doors shall have an exterior weatherproof electrical keyed lock that can open and close the doors.

4. The front doors shall be double sealed equipped with 2" elastomeric material on each section that overlaps a minimum of 1.5" to form a tight seal to prevent water from entering the bus. The seals shall be of automotive quality that does not degrade or crack with aging. The seals shall be mounted in a groove that allows for easy replacement if necessary. The overlapping center door seals shall be a flexible material that exerts no more than a ten (10) pound force on a one (1)–square inch of any passenger struck by a closing door.

5. The front doors shall have a clear opening width of 27 inches (minimum) with ability to go as high as 36 inches, depending on floorplan and vehicle size, as measured from inside edge of doorframe, and full height of 87 inches (maximum) clear "walk in" headroom as measured from the top of the front step to the underside of the front doorframe header.

6. Each door leaf shall have a single pane, tinted, and tempered safety glass that conforms to all applicable Federal and State Motor Vehicle Safety Standards.

7. The entrance doors shall be equipped with windows of adequate size and placed so as to allow the driver to see and judge curb locations when stopping.

8. The front doorframe(s) shall be constructed with standard interlocking minimum .125" extruded satin anodized 204R1 rated, aluminum, stainless steel, or zinc plated steel extruded frames with a high quality anodized finish.

9. Suitable padding to protect the heads of boarding or exiting passengers shall be installed on the lintel of the front service entrance doorway.

10. A thick rubber threshold seal or brush comb shall seal any gap between the lowest part of the door and the mating step surface greater than 3/8".

B. Mobility Lift Door

1. The mobility lift door shall be two entry doors.

2. Mobility lift door(s) shall be located in the front of the vehicle next to the front passenger door, depending on seating plans and details provided by the vendor.

3. Mobility lift door(s) shall provide 68 inch (minimum) of clear walk-in headroom as measured when lift is in full raised usable position. The lift door shall have a clear opening width adequate for the ease of operating the mobility lift being supplied with this vehicle. Door fasteners or hardware, etc. shall not protrude into the door opening.

4. Lift door(s) shall be constructed utilizing a stainless steel or aluminum subframe. Wood framing shall not be acceptable. Door opening frame will be powder coated to match vehicle interior. Door shall be designed for long life/heavy use and a minimum of 14 gauge, 1-inch tubular steel around the perimeter.

5. A positive factory-installed gas shock at top of the doors to assist in maintaining an open or closed position of the door shall be installed to ensure the lift doors stay open when the lift is in use. An additional door tether shall be installed that will prevent the doors from opening past 100 degrees.

6. Lift door(s) shall have a glazed window that is viewable from the wheelchair positions inside the vehicle and meets all applicable Federal and State Motor Vehicle Safety Standards and Americans with Disabilities Act (ADA) requirements.

7. Padding shall be installed inside of vehicle over mobility lift doorframe header.

8. The door(s) shall have a “door ajar” light and alarm, which will alert the operator when the door is not securely closed and latched. The light shall be a red indicator light identified as “LIFT DOOR AJAR” and shall be located on the operator’s dash panel easily seen by the seated operator.

C. Door - General

1. Four (4) sets of keys and locks for all doors shall be supplied. All vehicles on the same purchase order shall be keyed alike for chassis and exterior doors. If the key contains an electronic chip, Fort Bend Transit may choose to forego this requirement.

2. 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 driving rain.

3. Materials used for weather seals shall be designed to withstand varying temperature extremes, road splash, salt and other exterior elements without cracking, leaking, loosening, or deteriorating.

D. Rear Emergency Exit Door

1. The rear emergency exit door shall be 32" wide by 54" high (nominal) and shall have stationary windows in the upper and lower halves of the door. The emergency door shall have upper and lower glazing and include one 11" x 14" static cling 'fish eye' wide-angle rear window lens. The lower window shall have a see through mechanism to prevent contact of mobility devices.

2. Rear emergency door shall be equipped with a securement device to hold the door safely in the full open position. Cord, rope or strap securement devices will not be accepted. Door hold open spring system shall be bolted to both the rear door and the door header with a heavy strength bolt (s), minimum Grade 5 bolt(s), not rivets.

3. The door shall have a "door ajar" light and alarm, which will alert the operator when the door is not securely closed and latched. The light shall be a red indicator light identified as "REAR DOOR AJAR" and shall be located on the operator's dash panel easily seen by the seated operator.
4. An exterior door latch will be included.

SECTION 20: SERVICE COMPARTMENTS AND ACCESS DOORS

A. Access for maintenance and replacement of equipment shall be provided through panels and doors that appear to be an integral part of the vehicle.

B. Access opening or doors in floor of vehicle interior shall be properly secured and sealed to prevent entry of fumes and water into the vehicle interior. Method of sealing shall provide for removal and replacement of access doors without damage to sealing requirement.

C. An access door shall be made to access the overhead compartment for all ITS equipment and made large enough to install and remove equipment as needed.

D. Access doors shall be provided, where necessary, to service transmission, engine, radiator, lift, batteries and/or air-conditioning components.

E. A lockable driver's storage compartment shall be provided. The size and location shall be approved by the County.

SECTION 21: WINDSHIELD AND WINDOWS

A. The windshield and driver door shall be OEM glazed with laminated glass and uniformly tinted. Windshield shall have a heavier tint band above eye level, if available from factory. The windshield will be equipped with two-speed electric windshield wipers with intermittent feature.

B. Side windows shall be a flat black, aluminum frame, egress transit type or top T- sliding panel type that meets all applicable Federal and State Motor Vehicle Safety Standards. The T-sliders shall be located at the top of the window. Minimum passenger window size shall be 36.5 inches wide by 32 inches high with 20% light transmitting tint. Minimum passenger window size are a 22 ½", or 20 ½" wide x 32 ½" high fixed style window. A smaller 'filler' window may be allowed to accommodate certain configurations in order to maximize visibility from the passenger compartment.

C. Passenger window glazing shall be Lucite SAR Bronze BZ-2412 or tinted to permit 20% light transmission (maximum) bronze or grey tint or approved equal.

D. For vehicles with 158 inch or longer wheelbase, there shall be a minimum of two (2) emergency exit windows on each side of the vehicle. For vehicles with less than 158-inch wheelbase there shall be a minimum of one (1) emergency exit widow on each side of the vehicle. These windows shall be top hinged and meet the specifications described in item "B" of this section. Decals with instructions as to their use shall be provided and shall be permanently fastened on the inside of the vehicle, located over or beside the emergency windows. The emergency exit windows shall comply with FMVSS requirements.

E. All emergency exits shall have clear unobstructed openings and be noticeably labeled.

F. All windows shall be fitted with durable, firmly installed, weather seals to prevent the entrance of air and water, including spray from commercial vehicle wash equipment and driving rain. Materials used for weather seals shall be designed to withstand varying temperature extremes, road splash and salt and other exterior elements without cracking, leaking, loosening or deteriorating. Caulking around the windows shall only be used as a seal, not to make up for body defects or out of tolerance window openings.

G. Drain holes shall be incorporated in the window sash frame to allow interior condensation to drain to the exterior. Body and sash construction shall be such that the sash drain shall prevent entrance or back up of water into the vehicle.

H. The installed windows shall have no sharp edges or protrusions.

I. All glazing shall meet all applicable Federal and State Motor Vehicle Safety Standards.

J. Windshield and windows shall meet all applicable Federal and State Motor Vehicle Safety Standards.

K. A full window shall be provided in the transition panel between the windshield and the ambulatory passenger door(s) to eliminate the blind spot created by the transition panel and enable the driver to view the curb from the driver's seat. The body panel partition between the transition window and entrance doors shall be as narrow as possible to maximize the driver's view of the area around the entrance doors.

SECTION 22: LIGHTING

A. Exterior Lighting

1. All exterior lights shall conform to State of Texas and U.S. Department of Transportation requirements and meet the requirements of FMVSS/DOT specifications.

2. All rear exterior light configuration shall be LED and include red brake lights (standard and center mounted), amber turn signals, and clear reverse lights. Rear Center High-Mounted Stop Lamps (CHMSL) to be an 18" LED red strip light, low profile surface mount, or approved equal. Rear exterior light configuration shall be submitted with proposal package for approval by the County.

3. *Amber* roof marker lights at the front and *red* at the rear, one at each corner, shall be provided and be either flush mounted or surface mounted, protected with a brush guard or by the bus body.

4. Marker lights, three (3) lamp cluster, *amber* at the front and *red* lens at rear shall be provided and protected with a brush guard or by the bus body.

5. All exterior rear and marker bus body lights to be voltage regulated light emitting diode LED with direct termination and come with protective lens coating for protection against scratching, UV degradation.

6. License plate holder at rear shall be illuminated by an LED light.

7. Daytime Running Lights (DRL's) are to be provided.

B. Interior Lighting

1. Interior Dome Lights shall adequately illuminate the passenger area. Dome lights shall be illuminated whenever the entry doors are open.

2. Interior shall be illuminated with LED low profile strip lighting so as to provide a minimum of 12 foot-candles of illumination measured at 36 inches above the floor.

3. Driver courtesy light shall light when driver door is opened. All other interior lights shall operate only when ignition is in "ON" position. Stepwell and exterior

front door lights shall operate only when the front passenger door is opened. A driver controlled override rocker switch shall be provided to allow operation of all interior passenger courtesy lights when the passenger front doors are open or closed.

4. LED stepwell lights shall be provided to illuminate the stepwell at the front passenger door(s). Lights shall be mounted as to not create a hazard for passengers boarding and egressing. This lighting shall not be lit with doors closed.

5. Exterior LED lights at the front and lift door areas shall be provided and shall comply with the Americans with Disabilities Act. These lights will activate only when the doors are open.

6. Wheelchair lift lights, which illuminate the lift device in a 4-foot radius outside at ground level of the door opening, shall be provided in an LED design. The light shall be wired to light automatically when lift door is opened. Lift lights shall be mounted internally in lift area above the lift in the lift door headlining.

7. Under hood light should be provided.

SECTION 23: FINISH AND COLOR

A. All exterior surfaces shall be smooth and free of visible fasteners, wrinkles, and dents. Exterior surfaces to be painted shall be properly cleaned and primed as appropriate for the paint used, prior to application of paint to assure a proper bond between the basic surface and successive coats of paint for the service life of the vehicle. Paint shall be applied smoothly and evenly with finished surface free of dirt, runs, and other imperfections. Painted surfaces shall be impervious to diesel fuel, gasoline, corrosive atmospheres, and commercial cleaning agents.

B. The vendor shall, as a minimum, provide a low VOC coating system that meets the following minimum requirements.

1. Primer - Corrosion resistant primer that is compatible with the basecoat/clear-coat system.

2. Basecoat/clear-coat System –

   a. Two-part system basecoat/clear coat, low VOC, air dry, stain resistant polyurethane enamel that is ultraviolet light resistant.
   b. The system shall have hardness, abrasion resistance, gloss retention, flexibility, chip resistance, and good adhesion characteristics.

3. Interior finish in the driver's area shall be a non-reflective material and/or flat grey color.

4. Exterior finish shall be Standard Fleet White.

5. Steel wheels shall be painted white.

SECTION 24: STANCHIONS, GRAB RAILS and MODESTY PANELS

A. All stanchions and grab rails shall be 1 - 1/4-inch stainless steel. Vertical stanchions shall be secured top and bottom with bolts to ceiling and floor metal framing to prevent twisting. All stanchions shall be mounted at floor and ceiling into the structural metal body member or metal plate.

B. There shall be a stanchion, grab rail, and padded modesty panel located at the rear of entrance door.

C. 30 inch (minimum) angled grab rails shall be installed at both sides of the entrance door, within easy reach from the ground, to assist passengers in both boarding and egressing. Grab rails shall be mounted to stanchions and structural metal members or metal plates in the sidewalls. Grab handles must not affect the clear entry door width.

D. There shall be a vertical stanchion, grab rail, and padded modesty panel located behind the driver's seat. There shall be a smoked, shatterproof, plexiglass 3/8" thick panel filling the area from the ceiling to the grab rail and the stanchion to the wall, shock mounted to prevent rattle. The purpose of this panel is to protect the driver from being hit with objects from behind. Panel must not impair driver's seat adjustments.

E. There shall be a vertical stanchion, grab rail and modesty panel located between the lift and forward most curbside stationary ambulatory passenger seat. There shall be a shatterproof, plexiglass panel filling the area from the ceiling to the grab rail and the stanchion to the wall.

F. All modesty panels shall harmonize with interior, both in color and design, and shall not provide a hazard to the passengers. Modesty panels are to be "through bolted." Standard screws are not allowable.

G. Overhead rails required by ADA provisions shall be at height of 71 inches to the top of the handrails from vehicle floor. The rails shall be fastened into structural metal body members or metal plates.

H. Overhead handrails shall be provided that shall be continuous including the wheelchair areas, except for a gap at the rear or front doorway.

SECTION 25: MIRRORS

A. Two power remote control, adjustable, heated side-mounted exterior rearview mirrors. The exterior rear-view mirrors shall be firmly supported and set to give a clear view past the left and right corners of the vehicle. The exterior mirror supports must be of

sufficient length to allow a clear view along the entire side of the vehicle. The size of each mirror shall be at least 152 mm (6 inches) by at least 228 mm (9 inches). In addition, a 76 mm (3 inch) minimum diameter convex mirror shall be mounted above or below the other mirrors on both sides of the vehicle. Mirror frames and supports shall have a corrosion- resistant finish. Mirrors shall meet SAE-recommended standards and 49 CFR 393.80 as appropriate.

B. A standard chassis manufacturer's rear vision mirror with non-glare, day-night feature shall be provided. An aftermarket rearview mirror is acceptable if it is not available from the OEM with approval from the County.

C. One 4 x 13 or 6 x 16-inch interior passenger-viewing mirror shall be provided and mounted in such a way to allow the driver to easily view passenger activity in the vehicle from the driver's seat.

SECTION 26: MOBILITY LIFT

A. Wheelchair lifts shall be commercial type, Ricon Titanium 1,000lb capacity or approved equivalent, meeting ADA and FMVSS 403 and 404 requirements, and meeting the following listed requirements.

B. All attachments of the lift assembly to the vehicle shall be done through structural support members. Bolting of any part of the lift assembly directly to the vehicle sheet metal walls will not be acceptable.

C. The wheelchair lift shall be electro-hydraulically and mechanically operated, mounted on the curbside of the vehicle, and accessible via access doors.

D. The wheelchair lift shall be interlocked with the transmission and emergency brake in such a manner as to prevent the vehicle from moving with the wheelchair lift door in the open position and prevent the wheelchair lift from being operated until the transmission is in park and the emergency brake is completely set. A dash mounted, indicator light will come on to show the system is activated.

E. Lift shall incorporate a power fold mechanism for platform. The lift shall incorporate a positive locking mechanism to prevent drifting from the stowed position.

F. The lift platform shall be secure and stationary when it is in the stowed position. No lift part shall intrude into the vehicle's body more than eighteen and a half (18.5) inches when in stowed position.

G. The lift assembly shall safely accommodate a *minimum* load of 1000 pounds. All power units, operating joints, linkage and mounting points to the body shall be certified by the manufacturer as being adequate for the minimum load requirements.

H. Lift shall be power-up and power or gravity-down.

I. There shall be a pressure relief built into the hydraulic system to prevent "jacking" of the vehicle should the power remain on once the lift touches the ground.

J. The lift platform shall have an automatic stop-and-hold mechanism to prevent the platform from free falling or folding any faster than 30.48-cm/second (12 inches/second) in the event of a power failure or equipment failure during the raising and lowering modes.

K. An automatic safety barrier shall be provided at front of platform. An automatic or manual release of barrier at ground level is required.

L. Lift shall be equipped with a manual override to permit lift to be raised or lowered manually in event of power failure or emergency.

M. Hand held lift control shall be provided with a minimum 5-foot cord attached so lift may be operated from inside or outside of vehicle.

N. A passenger handrail shall be provided on both sides of lift platform.

O. Adequate provisions for safely storing the lift controls, when not in use, shall be provided inside the vehicle.

P. All pulleys, chains, cables, hydraulic cylinders etc., when provided, shall be fully enclosed.

Q. A complete set of operating instructions, schematics and a troubleshooting guide shall be included with each lift.

R. Lift platform shall be minimum 32 inches wide, as measured from inside edge to inside edge of platform.

S. Control box shall be lightweight and weatherproof. Additionally, controls shall have sequence interlock to prevent folding of lift platform before it is in full raised position.

T. A safety device shall be provided that shall render lift inoperable when lift door is closed.

U. A red warning light/audible alarm shall be located on the driver's instrument panel and shall activate when the mobility lift door is not secure. The warning light shall be labeled "Door Ajar".

V. A safety lift belt, Access-Arize or approved equal, shall be provided to help prevent accidents. The belt is to be 35 inches in length from end to end, made with: elongated webbing 1 ¾ inches wide, 2 inches of Kevlar material sewn on each end of the webbing, a metal seat belt buckle in the middle of the belt, 9.5 mil grommet ¾ inch to center of Kevlar, and Kevlar is abrade resistant.

SECTION 27: WHEELCHAIR SECUREMENT SYSTEM

A. Wheelchair Securement system shall be Sure-Lok or Q'Straint, or approved equal. Actual Sure-Lok or Q'Straint models of securement and anchor systems will be identified and priced by the vendor in the Wheelchair Securement System price sheet section.

B. Wheelchair securement system shall consist of four (4) floor attachment points per location for the chair. The strap configuration shall consist of a minimum of four (4) fully automatic heavy-duty retractors that can be quickly fastened to the floor attachment points and the wheelchair. The wheelchair securement system shall consist of self-tensioning and self-locking features. The retractors shall have the maximum amount of 7000 pound webbing attached to "J" hooks. Each retractor shall be equipped with a male pin connector for attachment of the occupant restraint system. Tie downs shall utilize grade 8 fasteners of the size required by the securement system's OEM. The tie down fastener shall include, as a minimum, SAE grade 8 cap screws, SAE grade 8 hexagon nuts and harden washers. All four (4) retractors shall be the same in design, size and shape to avoid confusion in placement and be interchangeable and thus can be used in front, back, left or right.

C. Floor anchorage points shall be Sure-Lok or Q'Straint or approved equal, utilizing corrosion resistant steel or aluminum and usable for front or rear tie downs or shared by both. Actual Sure-Lok or Q'Straint models of securement and anchor systems will be identified and priced by the vendor in the Wheelchair Securement System price sheet section. All anchorage points shall be recessed and nominally flush with the floor to prevent a tripping hazard. Recessed area shall be sealed prior to anchorage point installation to prevent the intrusion of water. Anchorage points shall be secured in accordance with FMVSS 207 AND FMVSS 208.

D. Occupant and wheelchair securement shall use an integrated system and be securely fastened. For each mobility aid securement system installed in the vehicle, a corresponding occupant restraint system shall also be provided. Occupant restraint system shall meet ADA requirements and all applicable FMVSS 403 and 404 requirements. Lap belt, included as part of the occupant restraint system, shall be 108 inches. If a fixed wall mount system for shoulder belts is used, this system should not obscure use of the emergency exit window.

E. Successful Vendor shall certify that wheelchair securement has met or exceeds all applicable Federal and State Motor Vehicle Safety Standards.

F. Any device that could possibly damage the wheels of the wheelchair shall not be used.

G. A storage box or approved equal shall be mounted under a seat to safely and securely store tie down straps when not in use. Location of the storage box and type of storage box shall be approved by the County prior to installation on the vehicle.

SECTION 28: MISCELLANEOUS (GENERAL)

A. Maximum (heavy-duty) radiator size and cooling fan available shall be provided. Radiator shall be equipped with surge tank (if available from chassis manufacturer).

B. The instrument panel shall have lamps sufficient to illuminate all instruments. All instruments shall be accessible for maintenance and repair and shall be mounted so that each instrument and all indicator lights are clearly labeled and visible to the driver. "Tell Tale" lights in lieu of the listed gauges will not be acceptable. Decals or Dymo Labels are not acceptable. Each vehicle instrument panel shall be equipped with at least the following:

1. Voltmeter – Of proper size to accurately read (without overloading) additional charge to electrical system when wheelchair lift and/or auxiliary air conditioning units are being used.
2. Oil Pressure Gauge – Provided by chassis manufacturer.
3. Engine Temperature Gauge – Provided by chassis manufacturer.
4. Fuel Tank Level Gauge – Provided by chassis manufacturer.
5. Speedometer with Trip Odometer – Provided by chassis manufacturer.
6. Hourmeter – Provided by chassis manufacturer.

C. Visible and audible warning devices shall be installed to inform following vehicles and pedestrians of reverse operations. Devices should be connected with back-up lights to produce an intermittent sound to warn others while bus movement is in reverse, equal to ECCO 530 or 575.

D. OEM horns shall be provided.

E. Driver's sun visor shall be provided.

F. Driver's coat hook and retaining strap shall be provided in the driver's area.

G. Vehicle shall be equipped with front and rear mud flaps.

H. Vehicle shall be equipped with a driver's side running board. Running board shall be a minimum of 9" deep, maximum of 12". This will be measured from the OEM body at the flange at the bottom of the rocker panel. Running Board shall extend from the front edge of the front door opening to the rear of the OEM cab. Running board must be designed to hold 300 pounds without permanently changing shape, and be slip resistant diamond plated aluminum, or approved equal. Driver entry area shall include a steel reinforced molded plastic grab handle, mounted to the rear of the door opening on the outside on the B pillar. Handle shall be a minimum of 6" grab area, durable, corrosion proof, and have no sharp edges. Installation with self-taping screws will not be accepted, must include bolts into threaded inserts and be able to support 250 pounds pull force.

I. A minimum five (5) pound dry powder type fire extinguisher, with gauge and hose, U.L. approval shall be provided. A bracket to securely hold fire extinguisher inside of vehicle shall be provided and vendor shall mount this bracket to a location in the vehicle. Type of bracket used and location shall be approved by the County prior to installation.

J. A three (3) triangle reflector kit shall be provided and securely mounted in an easily accessible location. Location shall be approved by the County prior to installation.

K. At minimum, a sixteen (16) unit first aid kit, shall be provided and securely mounted in an easily accessible location. Location shall be approved by the County prior to installation.

L. Body Fluid Cleanup Kit shall be provided and securely mounted (location shall be approved by County prior to installation) to include at a minimum:

1. One (1) pair of Latex gloves,
2. One (1) package of absorbent powder,
3. One (1) package of antiseptic BZK towelettes,
4. One (1) bag 24"x 24" Bio-Hazard white w/tie,
5. One (1) bag plastic brown w/tie,
6. Certi-Green surface cleaner towelette,
7. Face mask,
8. Infection control,
9. One (1) SBB-2 scoop bag w/handle scraper,
10. Two (2) towels and
11. Paper crepe.

M. Vehicles shall come equipped with, and have containers for:

1. Seat belt cutter, secured by Velcro in a location chosen by the County.
2. Working flashlight
3. Reflective vest
4. Chock blocks (2)

N. Chassis OEM manufacturer's AM/FM Stereo Radio with public address system input, plus four (4) speakers, two (2) in front and two (2) in rear shall be provided. The use of aftermarket radios of equal or superior quality may be used only if a radio is not available from the OEM chassis manufacturer to comply with specification.

O. Vehicle shall be equipped with emergency flashers that operate even if brake pedal is depressed.

P. Weight slip for vehicle must be completed by vendor and among paperwork delivered to the County upon delivery.

Q. Vendor is to complete and provide related paperwork for a DOT inspection from the dealer, as required by the County.

R. Vehicles must be aligned upon delivery. Vendor is required to provide verification in the form of documentation of this alignment with the delivery paperwork to the County. If the documentation is not complete and cannot be provided, vehicle will not be accepted.

S. Vehicles must be clean on the exterior and interior upon delivery.

T. Successful Vendor shall provide sixty (60) day temporary tags upon delivery.

U. Front bumper should be OEM standard chrome or approved equal.

V. Rear "Help" energy absorbing type bumper or approved equal, based on OEM chassis type.

W. Reflective marking tape should be installed on the rear of the bus per FMVSS 108 standards.

SECTION 29: MANUALS

A. Vendor shall provide one printed copy of the following manuals upon delivery of each set of like vehicles to the County. All service and parts manuals furnished shall also be supplied in a PDF format to allow the information to be loaded into the County's maintenance information system. The County will specify at the time of order if additional hard copy printed manuals are required for driver and training needs, and if so, how many are required.

In addition, the successful vendor shall furnish a detailed maintenance and inspection schedule for the vehicle in Excel or Word Format. The maintenance and inspection schedule shall incorporate the required maintenance and inspection of the basic vehicle and of its subsystems (e.g. lift) as prescribed by the representative manufacturers.

1. Current Bus Body maintenance** manual
2. Current OEM Chassis maintenance and parts ** manual
3. Standard operator's manual*
4. Body Parts Manual
5. Current mobility lift manual
6. As Built Parts Manual
7. As Built Electric Schematics
8. Chassis OEM Powertrain Manuals (Engine and Transmission)
9. OEM Electrical Schematics
10. Current version of engine or OEM Chassis manufacturers electronic diagnostic hand tool 8008FXLC Star XLC with WebFlash with cabling and diagnostic cards or approved equal.

**Maintenance Manuals: Shall contain complete and detailed data required for maintenance of the buses, including general vehicle information, specifications, troubleshooting guide, lubrication and adjustment requirements, rebuilding procedures, wire and cable sizes and ratings, wiring and schematic diagrams, engine and transmission data, and lift data.

*Operating Manuals: The operator manual shall contain all information needed for the operation of the vehicle. The manuals shall be coach specific. It shall include general vehicle familiarization material, location, function, and operation of all controls, gauges, indicators, and switches; emergency procedures; trouble symptoms and diagnostic methods; safety devices and precautions.

B. Changes and Revisions: Following the issue of each publication, the contractor shall provide revised pages and updated electronic files covering any changes, whether required by change of design or procedures or due to error, and the revisions shall be kept current. Manual revisions shall be supplied before or coincidental with the arrival of altered parts or components.

SECTION 30: REQUIRED VEHICLE DATABASE INFORMATION

The vendor shall provide a Microsoft Excel file and hardcopy listing for each vehicle at the time that shall include (as applicable):

1. Manufacturer Name
2. Vehicle Model Name
3. Manufacturer Vehicle Identification Number (VIN#)
4. Engine make, model and serial number
5. Transmission make, model and serial number
6. Differential model and serial number
7. Alternator model and serial number
8. Regulator model and serial number
9. Starter model and serial number
10. Air compressor model and serial number
11. Air conditioning compressor model and serial number
12. Front axle model and serial number
13. Rear axle model and serial number
14. Catalyst/muffler and/or exhaust after-treatment model and serial number
15. Wheelchair ramp/lift model and serial number

SECTION 31: REQUIRED SUPPLEMENTAL INFORMATION

The following technical information and descriptive material is to be furnished by the vendor as part of the proposal.

1. Any and all deviations to the specifications via the Request for Approved Equal process outlines in Section 9 of the cover document.
2. Description of vehicle and body equipment, including body construction procedures; chassis make and model; passenger seats; and all other pertinent information as required by the specifications or required to allow proper evaluation to determine the responsiveness of the proposal.
3. Certifications of meeting FMVSS and Federal Bus Testing Requirements to meet both pre and post-delivery requirements.
4. Total capacity of fuel tank.
5. Capacity and make of alternator and batteries.
6. Type and size of radial tires.
7. A list of authorized service representatives for chassis, body, parts, and ancillary equipment.
8. Lift information.
9. Securement system information.
10. Occupant restraint system information.
11. Descriptive information of the air conditioning equipment.
12. Descriptive information on the passenger seating.

SECTION 32. ADDITIONAL ONBOARD EQUIPMENT

A. Bike Racks

Sportworks DL2 or approved equivalent bike rack mounted on the front bumper. The bike rack must be easily removed for towing.

B. Passenger Stop Request

Controls shall be provided adjacent to the wheelchair securement locations and seats for requesting stops and which alerts the driver that a passenger wishes to disembark. This shall include both audible (chime) and visual (stop request) system. For ambulatory passengers, the audible controls shall be mounted at a height easily accessible for the passengers to use. For mobility-impaired passengers, the controls shall be mounted no higher than 48 inches and no lower than 15 inches above the floor. All controls shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate the controls shall be no greater than 5 foot-pounds.

C. Public Address System

A public address system tied into the radio system permitting the driver to announce stops and provide other passenger information. The vehicle shall be equipped with a minimum of four (4) interior speakers and one (1) exterior weather proof speaker, which shall provide for clear, audible messages. A separate volume control shall be provided within easy reach of the driver. The system shall be muted when not in use. The microphone shall be handheld microphone located adjacent to the driver. The handheld microphone shall be secured within the driver's range of vision and easy reach.

D. Electronic Destination Signs

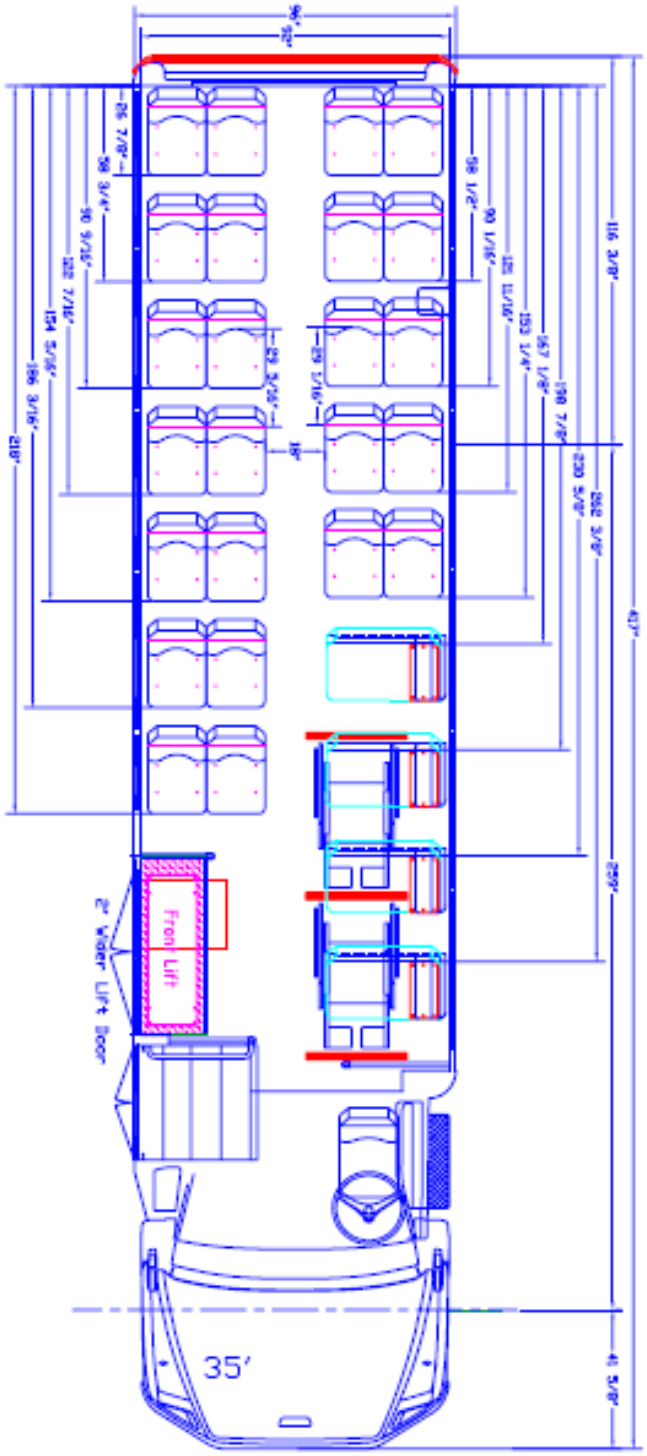
Luminator Horizon SMT automatic electronic destination sign system or approved equal. Signs shall be supplied on the front side, right side and interior. Signs must comply with ADA requirements and be of the largest size the bus will accept. Should include the ODKR controller.

E. Automatic Voice Annunciation System

Must operate independently of the driver complying with all ADA requirements while providing clear and audible annunciation/prerecorded messages for every stop both inside and outside of the bus. Must be able to provide different messages for onboard passengers (indoor speakers) versus those waiting at a bus stop (outdoor speaker). Must integrate with GPS and electronic destination signs to ensure reliability and continuity of information.

SECTION 33, FLOORPLAN

Type 11



ATTACHMENT A

WARRANTY CERTIFICATION

The name and address of the Texas servicing dealer nearest the FOB point that will perform the warranty work for the chassis:

FIRM NAME	
FIRM ADDRESS	
FIRM TELEPHONE	
PRINT BIDDER'S NAME	BIDDER'S SIGNATURE
NAME OF INDIVIDUAL TO CONTACT FOR WARRANTY	

The agency may contact the vendor below for assistance in warranty administration.

FIRM NAME OF BIDDER
ADDRESS
TELEPHONE
BIDDER'S SIGNATURE
PRINT BIDDER'S NAME
DATE

ATTACHMENT B

TRANSIT VEHICLE MANUFACTURERS CERTIFICATION OF COMPLIANCE WITH 49 CFR PART 26.49

This procurement is subject to the provisions of 49 CFR, Part 26.49. Accordingly, as a condition of permission to propose, the following certification must be completed and submitted with the RFP along **with a current copy of the manufacturer's TVM DBE Goal Concurrence/Certification Letter from FTA.**

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

_____, a TVM, hereby certifies that it has complied with
(Name of Manufacturer)

the requirements of 49 CFR Part 26.49 by submitting a current DBE goal to FTA. The goals apply to Federal Fiscal Year ____, October 1, ____ to September 30, ____ and have been approved or not disapproved by FTA.

OR

_____, hereby certifies that the Manufacturer of the transit vehicle to
(Name of Dealer/Distributor)

be supplied, _____, has complied with the above-referenced
(Name of Manufacturer)

requirement of 49 CFR Part 26.49.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT C

PRE-AWARD and POST DELIVERY AUDIT REQUIREMENTS CERTIFICATION

Pre-Award and Post-Delivery Audit Requirements - The Proposer agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

1. Buy America Requirements: The Proposer shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If the Proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. (Attachment D)

2. Solicitation Specification Requirements: The Proposer shall submit evidence that it will be capable of meeting the RFP specifications. (Attachment E)

3. Federal Motor Vehicle Safety Standards (FMVSS): The Proposer shall submit 1) manufacturer's FMVSS self-certification that the vehicle(s) comply with all applicable FMVSS or 2) manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations. (Attachment F)

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT D

CERTIFICATE OF COMPLIANCE
WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C), Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations at 49 C.F.R. Part 661.11.

The Proposer must submit with this RFP documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

OR

CERTIFICATE OF NON-COMPLIANCE
WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, but may qualify for an exception to the requirements consistent with 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D), Sections 165(b)(2) or (b)(4) of the Surface Transportation Assistance Act, as amended, and regulations in 49 C.F.R. 661.7.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT E

PROPOSER SELF CERTIFICATION

1.) The Proposer certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that the services rendered will comply with the terms of the solicitation or contract.

2.) The Proposer certifies that it has read all of the RFP, proposal, or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Description of Commodity or Service_____

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT F

FMVSS (FEDERAL MOTOR VEHICLE SAFETY STANDARDS) CERTIFICATION

All vehicles provided by the vendor must comply with all applicable FMVSS. The Proposer shall submit with this RFP:

1) Manufacturer's self-certification that the vehicle(s) will comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) for each proposed vehicle model

or

2) Manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT G

CERTIFICATION REGARDING LOBBYING

The Proposer certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any persons for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding to 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 for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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 [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (PL 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transactions 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.

[Note: Pursuant to 31 U.S.C. 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 for each such expenditure or failure.]

The Proposer certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Proposer understands and agrees that the provisions of 31 U.S.C. Section A 3801 *et seq*., apply to this certification and disclosure, if any.

SIGNATURE _____ COMPANY _____

NAME & TITLE _____ DATE _____

ATTACHMENT H

CERTIFICATION REGARDING GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Proposer is required to verify that none of the contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The Proposer is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its RFP or proposal, the proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by _____ (agency name). If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to _____ (agency name), the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

DATE _____

SIGNATURE _____

COMPANY _____

NAME _____

TITLE _____

ATTACHMENT I

CERTIFICATE OF COMPLIANCE
WITH FTA'S BUS TESTING REQUIREMENTS

The Proposer certifies that the vehicle(s) offered in this procurement comply with 49 U.S.C. § 5323(c) and FTA's implementing regulation at 49 CFR Part 665, and any amendments thereto, according to one of the following three alternatives.

(Indicate with an "X" only one of the following statements.)

1. ___ The vehicles offered have been tested in accordance with 49 CFR Part 665.
   The vehicles being sold should have the identical configuration and major components as the vehicle in the test report(s), which must be submitted with this RFP. If the configuration or components are not identical, the manufacturer shall provide with its RFP a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing.

2. ___ The vehicles offered are a new model, or with a major change in configuration or components to be acquired, and will be tested and the full bus testing report(s) and any applicable partial testing report(s) will be submitted to the Purchaser before final acceptance of the first vehicle .

3. ___ The vehicles offered have been "grandfathered" (has been used in mass transit service in the United States before October 1, 1998, and is currently being produced without a major change in configuration or components), and submits with the RFP the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

The Proposer 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 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.

Funds will not be released until the purchasing agency gets a copy of the bus test (Altoona) reports, as appropriate, per 49 CFR 665.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT J

Texas Department of Transportation Form PTN-130
Consolidated Certification Form

Consolidated Certification Form

I. GENERAL:

The undersigned vendor certifies to abide by these clauses and include the following clauses in each subcontract financed in whole or in part with Federal Transit Administration (FTA) funds. Vendors are certifying by reference the entire list of FTA FY 2017 Certifications and Assurances, and shall download the same at:
https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/fta-fiscal-year-2017-certifications-and

A. Access to Third Party Contract Records (ALL)
As required by 49 U.S.C. § 5325(g). The VENDOR agrees provide sufficient access to records as needed to assure proper project management and compliance with Federal laws and regulations.

B. Interest of Members of or Delegates to Congress (ALL)
The vendor certifies that no member of or delegate to the Congress of the United States (US) shall be admitted to any share or part of this contract or to any benefit arising therefrom.

C. Prohibited Interest (ALL)
The vendor certifies that no member, officer or employee of the Public Body or of a local public body during his or her tenure or one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

D. Cargo Preference - Use of United States-Flag Vessels (property transported on ocean vessels)
The vendor agrees: a. to use privately owned US -Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for US-Flag commercial vessels; b. to furnish within 20 working days following the date of loading for shipments originating within the US or within 30 working days following the date of loading for shipments originating outside the US, a legible copy of a rated, "on-board" commercial ocean bill-of-lading in English for each shipment of cargo to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading).

E. Energy Conservation (ALL)
The vendor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

F. No Obligation by the Federal Government. (ALL)
The Purchaser and vendor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract).

G. Program Fraud and False or Fraudulent Statements or Related Acts (ALL)
The vendor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S. C. §3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this project. The vendor certifies truthfulness and accuracy of any statement it makes pertaining to the FTA-assisted project. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement, submission or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 as deemed appropriate. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement submission, or certification to the Federal Government relating to the FTA-assisted project, per 49 U.S.C. §5307, the Government reserves the right to impose the penalties of 18 U.S.C. §1001 and 49 U.S.C. §5307(n)(1) on the Contractor, as deemed appropriate.

H. Contract Work Hours (all over 100K)
(1) **Overtime requirements** - No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) **Violation; liability for unpaid wages; liquidated damages** - In the event of any violation of the clause set forth in paragraph (1) of this section, the contractor & any subcontractor responsible therefore shall be liable for unpaid wages and shall be liable to the United States for liquidated damages which shall be computed for each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day that an individual was required / permitted to work over 40 hours in a workweek without payment of overtime wages required by the clause in paragraph (1) of this section.

(3) **Withholding for unpaid wages and liquidated damages** - The purchaser shall upon its own action or upon written request of the Department of Labor (DOL) withhold or cause to be withheld, from any money payable for work performed by the contractor or subcontractor under any contract or other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as set-forth in paragraph (2) of this section.

(4) **Subcontracts** - The contractor or subcontractor shall include the clauses set forth in this section and require the same from subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these clauses.

(5) **Payrolls and basic records** - Payrolls and related basic records shall be maintained by the contractor during the course of the work and preserved for three years thereafter for all laborers and mechanics working at the work site (or under the United States Housing Act of 1937 or the Housing Act of 1949, in the construction or development of the project). Such records shall contain the name, address and social security number of each worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records showing that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and records of the costs anticipated or actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of registration of apprenticeship programs, certification of trainee programs, registration of the apprentices and trainees, and ratios & wage rates prescribed in applicable programs.

I. Civil Rights (over 10K)

(1) **Nondiscrimination** - In accordance with Title VI of the Civil Rights Act (CRA), as amended, 42 U.S.C. §2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. §6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. §12132, and Federal transit law at 49 U.S.C. §5332, the vendor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the vendor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) **Equal Employment Opportunity** - The following equal employment opportunity requirements apply:
(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VI of the CRA, as amended, 42 U.S.C. §2000e, and Federal transit laws at 49 U.S.C. §5332, the vendor agrees to comply with all applicable equal employment opportunity requirements of U.S. DOL regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, DOL," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. §2000e note), and with any applicable Federal statutes, executive orders, regulations and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The vendor agrees to take affirmative action to ensure that applicants are employed & treated during employment without regard to their race, color, creed, national origin, sex or age. Action shall include but not be limited to employment, upgrading, demotion, transfer, recruitment, layoff, termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. The vendor agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967 (29 U.S.C. §§623 and 49 U.S.C. §5332), the vendor agrees to refrain from discrimination against present and prospective employees for reason of age. and comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act (42 U.S.C. §12112), the contractor agrees to comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. and to comply with any implementing requirements FTA may issue.

J. Incorporation of Federal Transit Administration (FTA) Terms (ALL)

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any transit agency requests which would cause the transit agency to violate FTA terms and conditions.

K. Application of Federal, State, & Local Laws, Regulations, & Directives (Federal Changes) (ALL)

The VENDOR agrees that Federal laws and regulations control project award and implementation. The VENDOR understands and agrees that unless the recipient requests FTA approval in writing, the VENDOR may incur a violation of Federal laws or regulations or this agreement if it implements an alternative procedure or course of action not approved by FTA. The VENDOR understands and agrees that Federal laws, regulations, and directives applicable on the date on which Federal assistance is awarded may be modified from time to time. In particular, new Federal laws, regulations, and directives may become effective after the date the project agreement is effective, and might apply to that project agreement. The VENDOR agrees that the most recent versions of such Federal laws, regulations, and directives will apply to the administration of the project at any particular time.

L. Right of the State Government to Terminate (ALL)

Upon written notice, the VENDOR agrees that the State Government may suspend or terminate all or any part of State assistance if terms of the project agreement are violated, if the State Government determines that the purposes of the laws authorizing the Project would not be adequately served by the continuation of State assistance for the Project., if reasonable progress on the Project is not made, if there is a violation of the project agreement that endangers substantial performance of the Project, or if the State Government determines that State assistance has been willfully misused by failing to make appropriate use of Project property. Termination of State assistance for the Project will not typically invalidate obligations properly incurred before the termination date to the extent those obligations cannot be canceled. The State Government reserves the right to require the refund of the entire amount of State assistance provided for the Project or a lesser amount.

M. Disputes, Breaches, Defaults, or Other Litigation (over 150K)

The VENDOR agrees that FTA has a vested interest in the settlement of any dispute, breach, default, or litigation involving the Project. Accordingly:

a. **Notification to FTA**. The VENDOR is aware that recipients of Federal assistance must notify FTA in writing of any current or prospective major dispute, breach, default, or litigation that may affect the Federal Government's interests in the Project or the administration or enforcement of Federal laws or regulations. If the Federal Government is to be named as a party to litigation for any reason, in any forum, the appropriate FTA Regional Counsel is to be notified in writing before doing so.

b. **Federal Interest in Recovery**. The VENDOR is aware that the Federal Government retains the right to a proportionate share, based on the percentage of the Federal share awarded for the Project, of proceeds derived from any third party recovery.

c. **Enforcement.** The VENDOR agrees to pursue its legal rights and remedies available under any third party contract or available under law or regulations.

d. **FTA Concurrence.** The VENDOR is aware that FTA reserves the right to concur in any compromise or settlement of any claim involving the Project.

e. **Alternative Dispute Resolution**. The VENDOR is aware that FTA encourages the use of alternative dispute resolution procedures, as may be appropriate.

f. **Agency Process.**

Transit agency enters dispute resolution process here.

N. Fly America (foreign air transport or travel)
The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and subrecipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

O. Recycled Products (all products)
The contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR 247.

P. Access for Individuals with Disabilities (ALL)
The VENDOR agrees to comply with 49 U.S.C. § 5301(d), which states the Federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. The VENDOR also agrees to comply with all applicable provisions of section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S. C. § 794, which prohibits discrimination on the basis of disability; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 *et seq.*, which requires that accessible facilities and services be made available to individuals with disabilities; and with the Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 *et seq.*, which requires that buildings and public accommodations be accessible to individuals with disabilities; and with other laws and amendments thereto pertaining to access for individuals with disabilities that may be applicable. In addition, the VENDOR agrees to comply with applicable implementing Federal regulations any later amendments thereto, and agrees to follow applicable Federal directives except to the extent FTA approves otherwise in writing. Among those regulations and directives are: (1) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37; (2) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27; (3) Joint U.S. Architectural and Transportation Barriers Compliance Board (U.S. ATBCB)/U.S. DOT regulations, "Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. Part 1192 and 49 C.F.R. Part 38; (4) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35; (5) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36; (6) U.S. General Services Administration (U.S. GSA) regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19; (7) U.S. EEOC, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630; (8) U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; (9) U.S. ATBCB regulations, "Electronic and Information Technology Accessibility Standards," 36 C.F.R. Part 1194; (10) FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. Part 609; and (11) Federal civil rights and nondiscrimination directives implementing the foregoing Federal laws and regulations, except to the extent the Federal Government determines otherwise in writing.

Q. Debarment and Suspension (over 25K)

The vendor hereby certifies that it and its principals have not presently or within a three year period been debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal agency; and the vendor hereby certifies that it and its principals have not presently or within a three-year period been convicted of or had a civil judgment rendered against them for the commission of a fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, state or local) transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property.

R. Clean Water & Air (over 150K)

The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§7401 et seq. The vendor agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to the FTA and the EPA.

S. Non-Lobbying (over 150K)

The undersigned certifies to the best of his or her knowledge and belief 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 any officer or employee of an agency, a member of Congress, an officer or employee 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 for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this 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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements and that all subrecipients 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 section 1352, title 31, USC. 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.

T. Lobbying and Disclosure Certification

Name of Company	Printed Name of Person Completing Form
Date	Signature

U. CERTIFICATION TO PURCHASER:

A. The undersigned vendor certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that services rendered will comply with the terms of the solicitation or contract.

B. The undersigned vendor certifies that it has read all of the bid, proposal, or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Name of Company	Address
	Printed Name of Person Completing Form
Telephone	Signature
Date	SS# or Tax ID #
Description of Commodity or Service	

Disadvantaged Business Enterprise Information	Type of Organization (circle)	
	☐ Sole Proprietorship	☐ General Proprietorship
Is your firm a DBE? ☐ (yes) ☐ (no)	☐ Corporation	☐ Limited Partnership
If yes, what type?	☐ Limited Proprietorship	

U. Disadvantaged Business Enterprises (DBE) Certification

The vendor will provide products compliant with 49 CFR 26.49 regarding the vehicle manufacturer's overall DBE goal.

Name of manufacturer of vehicle(s) to be delivered: _____

V. Altoona Test Certification (for rolling stock purchases) (Check one of the following):

☐ The vehicle has been Altoona tested, report number: _____
☐ The vehicle is exempt from testing IAW 49 CFR 665.
☐ The vehicle is currently being tested at Altoona.

Funds will not be released until the purchasing agency gets a copy of the Altoona test report, as appropriate, per 49 CFR 665.

W. **Federal Motor Vehicle Safety Standards (FMVSS) Certification (for rolling stock purchases)**

Any vehicles provided by the vendor will comply with all applicable FMVSS. The vendor 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 contracted buses will not be subject to FMVSS regulations.

FMVSS Certification

Name of Company	Printed Name of Person Completing Form
Date	Signature

X. Buy America (Check where applicable): (over $150K rolling stock, construction, materials)

☐ The vendor or offeror hereby certifies it will comply with the requirements of 49 USC 5323(j) and the applicable regulations in 49 CFR 661, providing Buy America compliant manufactured goods or rolling stock.

☐ The vendor or offeror cannot comply with the requirements 49 USC 5323(j), but may qualify for an exception to the requirement pursuant to the regulations in 49 CFR 661.

Buy America Certification

Name of Company	Printed Name of Person Completing Form
Date	Signature

II. SPECIAL PROJECT TYPE PROVISIONS - the following addenda are attached and endorsed as appropriate:

A. Construction or Architectural & Engineering Projects ☐
B. Transit Operations or Management Projects ☐
C. Intelligent Transportation System or Research & Development ☐

ATTACHMENT K

Request for Change or Approved Equal

Please submit a separate form for each request for change/approved equal.

PROPOSER#:	**DATE:**
PROPOSER:	**PHONE: ( )**
PROPOSER SECTION / PAGE#:	
CHANGE REQUESTED:	

AGENCY RESPONSE

Reviewed By: Date:

Approved ☐ Denied ☐ See Comment Below ☐

COMMENT:

COUNTY PURCHASING AGENT
Fort Bend County, Texas

Gilbert D. Jalomo, Jr., CPPB
County Purchasing Agent

(281) 341-8640
Fax (281) 341-8645

Vendor Information

Federal ID # or S.S #		Dun and Bradstreet #
Type of Business	___ Corporation/LLC ___ Sole Proprietor/Individual ___ Partnership ___ Tax Exempt Organization	
Legal Company Name	Year Business was Established _____	
Remittance Address		
City/State/Zip		
Physical Address		
City/State/Zip		
County	___ Fort Bend County Other:	
Phone/Fax Number	Phone: Fax:	
Contact Person		
E-mail		
Special Notes		
The Company listed above is a (check all that apply and attached certificate).	___ DBE-Disadvantaged Business Enterprise **Certification # _____** ___ SBE-Small Business Enterprise **Certification # _____** ___ HUB-Texas Historically Underutilized Business **Certification # _____** ___ WBE-Women's Business Enterprise **Certification # _____** ___ MBE-Minority Business Enterprise **Certification # _____**	
Company's gross annual receipts:	< $500,000 ___ $500,000-$4,999,999 $5,000,000-$16,999,999 ___ $17,000,000-$22,399,999 ___ >$22,400,000	
NAICs codes (Please enter all that apply).		

PLEASE NOTE: W-9 needs to be attached in order to be entered into our system

Form **W-9**
(Rev. December 2014)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Print or type
See **Specific Instructions** on page 2.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification; check only **one** of the following seven boxes:

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____

Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.)

Requester's name and address (optional)

6 City, state, and ZIP code

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the instructions for line 1 and the chart on page 4 for guidelines on whose number to enter.

Social security number

			–		–				

or

Employer identification number

		–							

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here	**Signature of U.S. person ▶**	**Date ▶**

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at *www.irs.gov/fw9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See *What is backup withholding?* on page 2.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.

Note. If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States:

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),
3. The IRS tells the requester that you furnished an incorrect TIN,
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code* on page 3 and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships* above.

What is FATCA reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code* on page 3 and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of $50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a $500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account, list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note. ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C Corporation, or S Corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box in line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box in line 3.

Limited Liability Company (LLC). If the name on line 1 is an LLC treated as a partnership for U.S. federal tax purposes, check the "Limited Liability Company" box and enter "P" in the space provided. If the LLC has filed Form 8832 or 2553 to be taxed as a corporation, check the "Limited Liability Company" box and in the space provided enter "C" for C corporation or "S" for S corporation. If it is a single-member LLC that is a disregarded entity, do not check the "Limited Liability Company" box; instead check the first box in line 3 "Individual/sole proprietor or single-member LLC."

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space in line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)

2—The United States or any of its agencies or instrumentalities

3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

4—A foreign government or any of its political subdivisions, agencies, or instrumentalities

5—A corporation

6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession

7—A futures commission merchant registered with the Commodity Futures Trading Commission

8—A real estate investment trust

9—An entity registered at all times during the tax year under the Investment Company Act of 1940

10—A common trust fund operated by a bank under section 584(a)

11—A financial institution

12—A middleman known in the investment community as a nominee or custodian

13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over $600 required to be reported and direct sales over $5,000[1]	Generally, exempt payees 1 through 5[2]
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

[1] See Form 1099-MISC, Miscellaneous Income, and its instructions.

[2] However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note. You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on this page), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at *www.ssa.gov*. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at *www.irs.gov/businesses* and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting IRS.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: *A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.*

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, or 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code* earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account[1]
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor[2]
4. a. The usual revocable savings trust (grantor is also trustee) b. So-called trust account that is not a legal or valid trust under state law	The grantor-trustee[1] The actual owner[1]
5. Sole proprietorship or disregarded entity owned by an individual	The owner[3]
6. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	**Give name and EIN of:**
7. Disregarded entity not owned by an individual	The owner
8. A valid trust, estate, or pension trust	Legal entity[4]
9. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
10. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
11. Partnership or multi-member LLC	The partnership
12. A broker or registered nominee	The broker or nominee
13. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
14. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

[1] List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

[2] Circle the minor's name and furnish the minor's SSN.

[3] You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

[4] List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 2.

***Note.** Grantor also must provide a Form W-9 to trustee of trust.

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance.

Victims of identity theft who are experiencing economic harm or a system problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes. Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to *phishing@irs.gov.* You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: *spam@uce.gov* or contact them at *www.ftc.gov/idtheft* or 1-877-IDTHEFT (1-877-438-4338).

Visit IRS.gov to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

Job No.: _____

TAX FORM/DEBT/ RESIDENCE CERTIFICATION
(for Advertised Projects)

Taxpayer Identification Number (T.I.N.): _____

Company Name submitting Bid/Proposal: _____

Mailing Address: _____

Are you registered to do business in the State of Texas? Yes No

If you are an individual, list the names and addresses of any partnership of which you are a general partner or any assumed name(s) under which you operate your business

_____

_____

I. **Property:** List all taxable property in Fort Bend County owned by you or above partnerships as well as any d/b/a names. Include real and personal property as well as mineral interest accounts. (Use a second sheet of paper if necessary.)

Fort Bend County Tax Acct. No.*	Property address or location**
_____	_____
_____	_____
_____	_____
_____	_____

** This is the property account identification number assigned by the Fort Bend County Appraisal District.*

*** For real property, specify the property address or legal description. For business personal property, specify the address where the property is located. For example, office equipment will normally be at your office, but inventory may be stored at a warehouse or other location.*

II. **Fort Bend County Debt** - Do you owe any debts to Fort Bend County (taxes on properties listed in I above, tickets, fines, tolls, court judgments, etc.)?

Yes No If yes, attach a separate page explaining the debt.

III. **Residence Certification** - Pursuant to Texas Government Code §2252.001 *et seq.*, as amended, Fort Bend County requests Residence Certification. §2252.001 *et seq.* of the Government Code provides some restrictions on the awarding of governmental contracts; pertinent provisions of §2252.001 are stated below:

(3) "Nonresident bidder" refers to a person who is not a resident.

(4) "Resident bidder" refers to a person whose principal place of business is in this state, including a contractor whose ultimate parent company or majority owner has its principal place of business in this state.

I certify that _____ is a Resident Bidder of Texas as defined in Government Code
[Company Name]
§2252.001.

I certify that _____ is a Nonresident Bidder as defined in Government Code
[Company Name]
§2252.001 and our principal place of business is _____.
[City and State]

Created 05/12

Term Contract for Purchase of 105-190 Transit Vans and Buses

RFP 17-044

Response Submitted by:
Texas Bus Sales, Inc.
1605 West 34th St.
P O Box 10213
Houston TX 77206-0213
(713) 681-3600 telephone
(713) 682-8737 fax
Dianne.Ledet@TexasBusSales.com

By: Dianne Ledet

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TEXAS BUS SALES, INC.

Executive Summary

May 2017
Prepared for; Fort Bend County, Texas
By; Darryl Rickaway, President

Texas Bus Sales

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EXECUTIVE SUMMARY

TEXAS BUS SALES is a dynamic and growing full service dealership for quality built new and used buses, livery and paratransit vehicles. ***TEXAS BUS SALES*** began in 1986. That year the State of Texas licensed the company as a State Vehicle Dealer and today holds the oldest commercial Bus Dealer License in the state. The components of the business are sales, leasing, parts, and service and warranty repairs. The company's sales and service facility is located in Houston, Texas.

TEXAS BUS SALES is currently the only dealership in the area selling new and used buses, livery and paratransit vehicles. The primary market area for the dealership is the southern portion of Texas. This area covers almost ninety counties and six (6) major metropolitan areas. This substantial marketplace encompasses two (2) of the top ten (10) cities in the United States.

TEXAS BUS SALES is a growing concern that has been profitable each year of operation since start-up in 1986.

The keys to success and critical strategies that distinguish us from our competitors are achieved by following these objectives:

- Understand the tangible aspects of the products and services we provide and how they benefit the consumer's specific needs.

- Promote our ability to satisfy our customer's needs through an offering of quality products and services in industry unique sales and service facility.

- Distinguish the advantage of the benefits and value of our products and services from our competition.

TEXAS BUS SALES' mission is to satisfy the transportation needs of the prospects in our primary market area and in turn generate cash profits, increasing the net worth of the company.

DESCRIPTION OF BUSINESS

COMPANY SUMMARY

TEXAS BUS SALES is a full service dealership for quality built new and used buses, livery and paratransit vehicles. Components of the business are sales, leasing, parts, service, warranty repairs and Collision & Paint repair. Our customer base consists of charter/tour companies, limousine/livery operators, hotels, motels, retirement centers, senior adult services, colleges/universities/schools, churches, shuttle services (i.e., rental car agencies and park & ride services), and customers with a need for paratransit vehicles to comply with Federal ADA requirements. The company was incorporated in Texas in 1992, after six (6) years of operation as Texas Mini-Bus, Inc., and before that, as a sole proprietorship in Houston, Texas.

COMPANY OWNERSHIP

TEXAS BUS SALES is a privately held Texas corporation. Darryl Rickaway, the founder, is the President and owner of the 1,000 shares of company issued stock. The company prides itself in being a family owned and operated business and instilling family values in its staff and employees.

COMPANY HISTORY

Darryl Rickaway, President of ***TEXAS BUS SALES***, brings over thirty eight (38) years of experience and operations and sales in the bus industry.

TEXAS BUS SALES (formerly Texas Mini-Bus) began in 1986 as a sole proprietorship with one (1) employee, Darryl Rickaway, the founder, and one ElDorado demonstrator bus on consignment. That year, ElDorado Motor Corporation entered into a dealership agreement with then Texas Mini-Bus to represent EMC bus products in the southern half of Texas. That year the State of Texas licensed Texas Mini-Bus as a State Vehicle Dealer and today holds the oldest commercial Bus Dealer License in the state. The staff increased from one to three, by adding a salesperson and an administrative assistant

In 1988, the company moved into a leased building and began developing a sales and service facility. Starting with one service technician the company began servicing its customers. By the end of 1989, the service department had grown to meet the needs of Texas Mini-Bus sales customers and began servicing other mini-bus owners. The inventory of new and used buses had increased substantially and were all maintained in the service facility, with some being leased under various contracts.

In 1992, the name was changed to ***TEXAS BUS SALES, Inc.***, with corporate headquarters at 1605 West 34th Street, Houston, Texas 77018.

COMPANY PRODUCTS

TEXAS BUS SALES concentrates on three (3) revenue-producing departments: Sales, Parts & Service, and Leasing.

SALES DEPARTMENT

As a dealer of new and used buses, livery and paratransit vehicles ***TEXAS BUS SALES*** currently represents; Champion Bus (http://www.championbus.com), ElDorado Bus (http://www.eldorado-bus.com), ElDorado Mobility (http://www.eldoradomobility.com), Federal Coach (http://federalcoachbus.com), Krystal Bus (http://www.krystalbus.com), Sunset Vans (http://www.sunsetvans.com), Turtle Top (http://www.turtletop.com) and World Trans Bus (www.worldtransbus.com).

The REV Bus Group product line represents the bulk of ***TEXAS BUS SALES*** revenue. REV Group (formerly Allied Specialty Vehicles) is an American manufacturer of specialty vehicles the in Fire & Emergency, Recreational Vehicles, and Bus & Industrial sectors. It was formed in 2010 by American Industrial Partners'. The company has yearly revenue of over $1 billion. In late 2016 an initial public offering (IPO) was announced under symbol REVG. In 2013, three acquisitions were announced; the purchase of Thor Industries' bus businesses as well, including the ElDorado Motor Corp., National Coach, Champion Bus, and Goshen Coach Companies. The combination of these companies along with Collins/World Trans created REV Bus Group. Now one companies the holds the oldest and most successful manufacturers of midsize and medium duty buses in North America.

Turtle Top started manufacturing automotive products in 1962. What began with recreational vehicles has grown into a reputed provider of transportation solutions with sales and service locations across the USA and Canada. Turtle Top builds buses and specialty vehicles designed according to the requests and requirements distinguishing bus operators.

In 1992 ***TEXAS BUS SALES*** was recognized as the outstanding Dealer of the year and presented the "MVP Award". ***TEXAS BUS SALES*** was recently recognized for thirty years (30) as an ElDorado Dealer. Only two other dealers have represented ElDorado longer than ***TEXAS BUS SALES.*** In 2016 ***TEXAS BUS SALES'*** Service Center was recognized as Dealer of the Year by Turtle Top. Mini-Buses have become well received in the marketplace and many tax-supported bid specifications have been written around products that ***TEXAS BUS SALES*** represents. Darryl Rickaway is a long standing member of a state specification committee that oversees vehicle specifications for the elderly and handicapped vehicles. Approximately 35% of ***TEXAS BUS SALES'*** revenue from sales was generated by bids awarded by government agencies. Other sales are made through inquiries and leads from charter/tour companies, limousine/livery operators, hotels, motels, retirement centers, senior adult services, colleges/universities/schools, churches, shuttle services, and customers with a need for paratransit vehicles to comply with Federal ADA requirements. Leads are obtained through factory referrals, mail-out responses, marketing, advertising, satisfied customer referrals, and personal contact. Weekly sales meetings outline the territory and assign specific customers to each salesperson.

PARTS & REPAIR SERVICE DEPARTMENT

TEXAS BUS SALES maintains a service facility for collision repair, general maintenance, and warranty repairs of buses. The company believes that satisfying the customer with professional service is the central focus of the business. The company offers a full range of service of automotive, air conditioning and electrical, paint & body, and mechanical repair. ***TEXAS BUS SALES*** is also an authorized service center for: Braun, Ricon, Carrier-A/C Industries and Penntex, along with the bus manufacturers represented and various other bus manufacturers.

The Service and Repair Department often customizes buses for customer's specific needs. Typical of this are wheelchair lifts, alternators and radio/PA systems. The service center employs five (5) service technicians; the collision repair center employs four (4) paint and body technicians and a professional detail person. The goal of ***TEXAS BUS SALES*** service department is to release customer buses operating as the customer expected and also washed and clean - looking like a new bus.

Parts sales are becoming a vital part of ***TEXAS BUS SALES***. The company stocks parts for the product lines represented. We provide parts for TEXAS BUS SALES inventory buses, make-ready parts for new and used bus sales, parts for warranty repairs and over-the-counter parts purchases by our customers. For the customers who have many buses, the company provides them with recommended stocking levels of parts to meet their maintenance needs and to reduce any downtime of their vehicles.

The parts department has two (2) full time and one (1) part time employee who have experience with parts sales and procuring parts.

LEASING DEPARTMENT

TEXAS BUS SALES is part of a captive leasing program and arranges leasing and financing for customers. This arrangement allows the company additional profit margins on top of the sales margin.

GEOGRAPHICAL AREA

The primary market area for the dealership is the southern portion of Texas. This area covers almost ninety counties and six (6) major metropolitan areas, including: Austin, San Antonio, Beaumont-Pt. Arthur, Rio Grande Valley, Corpus Christi, Houston, Bryan-College Station, and a host of other cities vital to the continued economic development of the state of Texas. This substantial marketplace encompasses two (2) of the top ten (10) cities in the United States. Austin currently ranks 11th in the United States

MAJOR CUSTOMERS

With the continued strength in Texas' general economy and growing customer base due to the addition of product lines ***TEXAS BUS SALES*** has a tremendous opportunity for sales. The ever increasing popularity of mini-buses gives new opportunities to market vehicles in charter/tour companies, limousine/livery operators, hotels, motels, retirement centers, senior adult services, colleges/universities/schools, churches, shuttle services (i.e.,rental car agencies and park & ride services), and customers with a need for paratransit vehicles to comply with Federal ADA requirements

COMPANY LOCATION AND FACILITY

The company's Sales and Service Center, built on 2 acres of land, is located on West 34th Street in Houston, Texas. The Center include offices, showroom, parts storage sales area, eight (8) service bays, two (2) collision repair bays and a paint booth. The Company also has a Sales and Service Center located adjacent to San Antonio International Airport.

ORGANIZATION

The company currently employs eighteen people. The staff at ***TEXAS BUS SALES*** is organized into four (4) functional departments: Sales, Parts & Service, Leasing, and Administration. Each department reports to Darryl Rickaway. The service department is further divided into parts and service and warranty administration.

OPERATIONS AND MANAGEMENT PLAN

KEY INDIVIDUALS

DARRYL RICKAWAY - PRESIDENT

Darryl has been an instrumental player in the bus industry since 1976 and a business owner for the past thirty seven (37) years. Thirty Two (32) of those years have been operating **TEXAS BUS SALES**. Backed by his experience in Sales and Marketing, he has demonstrated his value as an asset to his customers in the purchasing, financing service and remarketing of a variety of transportation equipment. Prior to **TEXAS BUS SALES**, Darryl owned and operated a Gray Line Tour franchise in Galveston. He is actively involved in Sales Training and Public Transportation throughout the State. Darryl can be contacted at extension 225 or darryl@texasbussales.com.

DIANNE LEDET - GENERAL MANAGER

Dianne has forty (40) years of experience in sales, sales management and sales accounting. Her background includes setting up a dealer network of forty-five dealers in the United States for specialized software accounting package and ten (10) years in the sales of industrial chemicals. Dianne's last twenty five (25) years have been at **TEXAS BUS SALES**. Dianne can be contacted at extension 229 or dianne@texasbussales.com.

LAURIE CLARK RICKAWAY - PARTS, SERVICE AND WARRANTY ADMINISTRATOR

Laurie has an earned Masters Degree in Administration. Her background includes thirteen (13) years with Harris County Mental Health-Mental Retardation as Director of Residential Services. She has spent the last twenty five (25) years at **TEXAS BUS SALES** working in parts and service. Laurie can be contacted at extension 231 or laurie@texasbussales.com.

BEVERLY LUTZ – CUSTOMER SERVICE

Beverly has twenty four (24) years of experience in the transit bus industry. Prior to her work at **TEXAS BUS SALES**, she was a Rural Transit Operations manager for Alamo Area Council of Governments (AACOG), where she was responsible for the planning, direction, and coordination of the transportation operations of Alamo Regional Transit The Agency operated more than seventy (70) buses throughout 17 counties. Beverly can be contacted at extension 236 or bev.l@texasbussales.com

MARK MORGAN - PARTS MANAGER

Mark has nineteen (19) years of experience in the bus industry with four (4) of those years with **TEXAS BUS SALES**. Prior to his work at **TEXAS BUS SALES**, he was a fleet manager for an Airport Parking Provider. The company operated more than fifty (50) buses. Mark can be contacted at extension 230 or mark@texasbussales.com

DELBERT WALTON - SERVICE FOREMAN

Delbert oversees make-ready, service and warranty repairs as well as manages the service technicians. Delbert is highly recognized for his aptitude in bus air conditioning, electrical systems, wheelchair lifts and related bus components. He has twenty-eight (28) years of experience in the Dealer Franchise vehicle repair industry with twenty six (26) of those years with **TEXAS BUS SALES**. Delbert can be contacted at extension 232 or delbert@texasbussales.com.

ADOLPH RAMIREZ- PAINT AND BODY FOREMAN

Adolph oversees paint and body shop technicians and operations. He has thirty-seven (37) years' experience in the automotive, bus and livery vehicle collision repair industry. Seventeen (17) of those years were spent as the owner of his family's forty-five (45) year old business. Adolph moved his business to **TEXAS BUS SALES** seventeen (17) years ago. Adolph can be contacted at extension 233 or adolph@texasbussales.com.

JOAN KECK - SALES ASSOCIATE

Joan has over thirty-six (36) years of experience in sales and marketing administration and outside sales. She has thirty one (31) years of experience in the bus industry with twenty six (26) of those years with **TEXAS BUS SALES**. Joan functioned as the Sales and Marketing Administrator for ten (10) years. She now handles Sales to Transit and Governmental Agencies within Texas Bus Sales designated area of responsibility. Joan can be contacted at extension 226 or joan@texasbussales.com.

JIM HICKOK - SALES ASSOCIATE

Jim has over forty two (42) years of experience in paratransit van manufacturering, sales and leasing; including six (6) years with **TEXAS BUS SALES**. Jim handles Sales and Marketing to; Rest Home & Retirement Properties, Healthcare Agencies, Specialty Vehicles and Parking Companies with-in the metropolitan and surrounding rural areas of: Beaumont - Port Arthur – Orange Triangle, Houston – Galveston - Bryan-College Station Area and Corpus Christi to the Rio Grande Valley. Jim can be contacted at extension 222 or jim.hickok@texasbussales.com

Tab 1

Letter of Understanding

Manufacturer Information

Texas Bus Sales

July 31, 2017

Fort Bend County
Purchasing Department
Travis Annex
301 Jackson, Suite 201
Richmond TX 77469

RE: Term Contract for Purchase of 105-190 Transit Vans & Buses – RFP 17-044

To Whom It May Concern:

Texas Bus Sales has a clear understanding of the specifications of the above referenced RFP. This RFP has been reviewed by several Texas Bus Sales employees, as well as several employees of each manufacturer represented.

Floor plans and manufacturer information for each item has been provided in Tab 5.

Sincerely,

Dianne Ledet

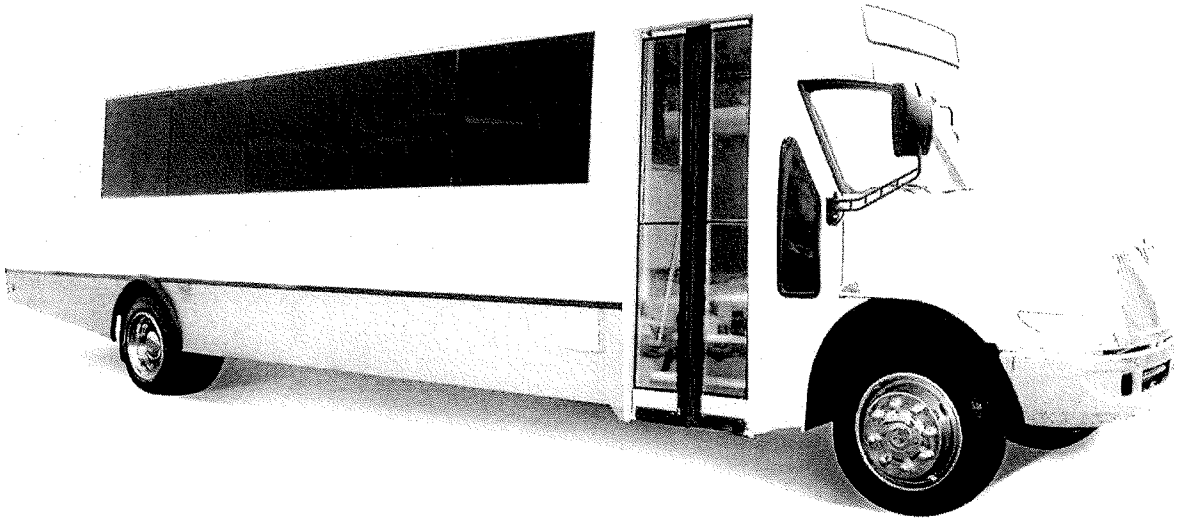
Dianne Ledet
Corporate Secretary

:ddl

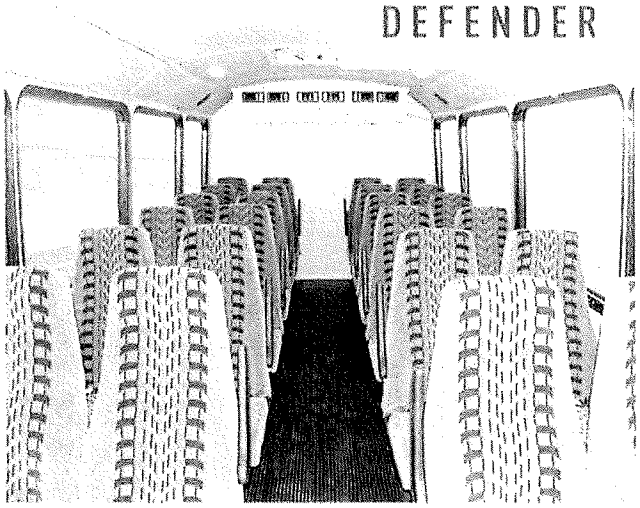
1605 West 34th Street * P O Box 10213 * Houston, TX 77206-0213
(713) 681-3600 phone * (713) 682-8737 fax
www.TexasBusSales.com

CHAMPION®

DEFENDER



DEFENDER



Champion. The name speaks for itself. Dedication. Performance. Achievement. That's what we do and who we are. Our customers deserve quality and the peace of mind that only a skilled workforce with an ever-onward dedication to safety can provide. From small to mid-size transit buses, Champion's product lines always earn a spot on the podium. Now that's something to be proud of.

This medium-duty shuttle bus boasts heavy-duty performance. The Defender's wide body offers the greatest passenger capacity in the medium-duty category and its larger engine can handle the load.

P 800.724.4943
F 810.724.1844

CHAMPIONBUS.COM

331 GRAHAM RD, IMLAY CITY, MI 48444

Est. 63

Agreement RFP 17-044

CHAMPION®

DEFENDER

SPECS

CHASSIS	INTERNATIONAL 3200	FREIGHTLINER M2	FORD F-550
ENGINE – GAS OR DIESEL	MAXXFORCE 7L, DT 7.6L	CUMMINS ISB 6.7L	6.8L GAS, 6.7L DIESEL
HORSEPOWER	200-285	220-300	GAS-362 / DIESEL-300
TRANSMISSION	ALLISON TRANSMISSION	ALLISON TRANSMISSION	GAS-5 SPEED / DIESEL-6 SPEED
FUEL TAK CAPACITY	65 GAL TRANSMISSION	60-100 GAL	40 GAL
ALTERNATOR	200/270 AMP	320 AMP	GAS-175 AMP / DIESEL-357 AMP
BRAKES – ABS	2 WHEEL DISCHYDRAULIC	AIR OR HYDRAULIC	4 WHEEL DISC HYDRAULIC
EXTERIOR HEIGHT*	123"	119"	116.5"
EXTERIOR WIDTH	96"	94"	94"
INTERIOR HEIGHT	78"	78.25"	78.25"
INTERIOR WIDTH	90"	91"	91"
LENGTH**	27', 29', 31', 33', 35', 38'	25', 27', 28', 29', 31', 33', 35', 38'	25', 28', 29', 31', 32'
SUSPENSION REAR	AIR RIDE SUSPENSION	AIR RIDE SUSPENSION	SPRING SUSPENSION
WHEELBASE	193", 205", 217", 236", 254", 291"	220", 234", 259", 288"	165", 189", 201", 233"
GVWR	23,500 - 27,500 LBS	26,000 - 27,500 LBS	18,000 - 19,500 GVWR

* ADD 4.5" FOR ROOF VENT. ADD 6" FOR FLAT FLOOR OPTION. ** LENGTH MEASURED WITH STANDARD BUMPER.

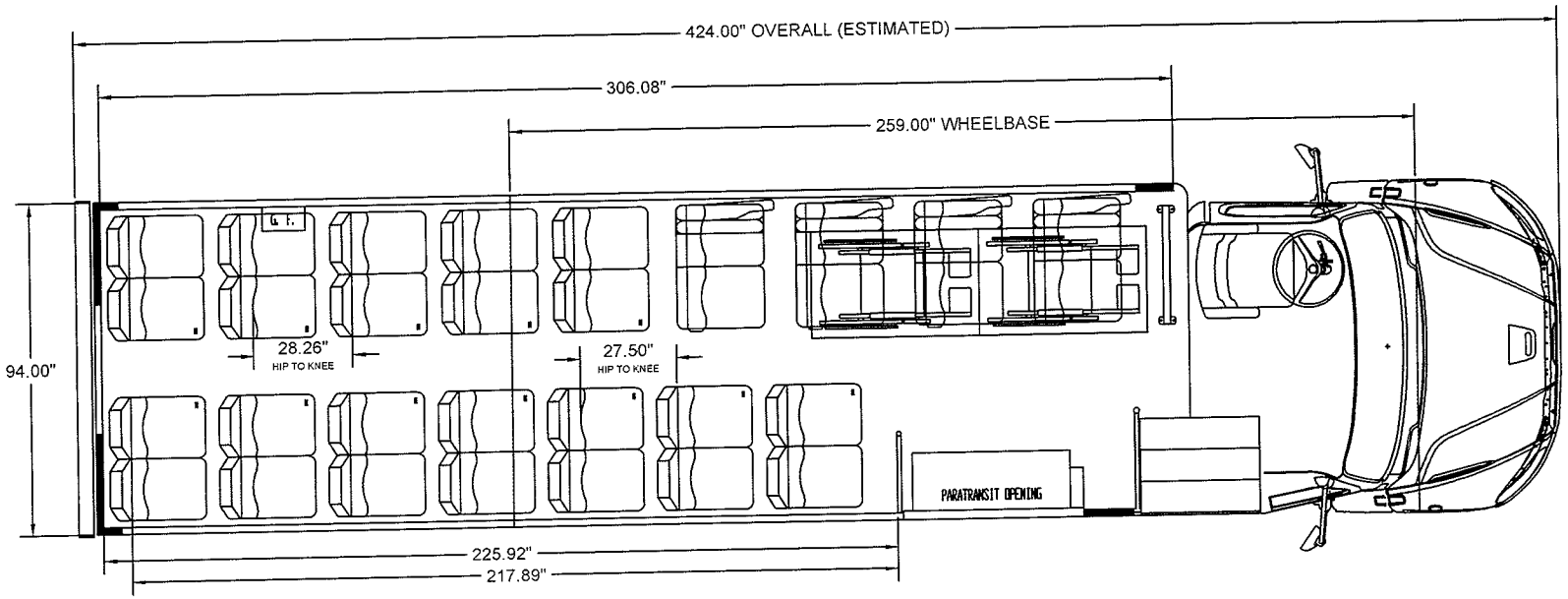
STANDARD

CHASSIS
AUTOMOTIVE AIR CONDITIONING
TILT STEERING WHEEL-CRUISE CONTROL
POWER BRAKES - ANTI-LOCK
POWER STEERING
RADIAL TIRES
SUPER ENGINE COOLING
EXTERNAL TRANSMISSION COOLER
INTERMITTENT WIPER

OPTIONAL

AUDIO OPTIONS
PAINT AND GRAPHICS PACKAGES
PASSENGER AND DRIVER SEAT UPGRADES
PRISON TRANSPORT CONVERSION
REAR AIR CONDITIONING & HEAT
RUBBER FLOORING

CONVERSION
ADA PACKAGES AVAILABLE
BODY IS SQUARE, PLUMB, AND LEVEL PRIOR TO BEING MOUNTED ON OEM CHASSIS
CEILING - PADDED VINYL
CORROSION-PROTECTED ENTRY STEP WELL AND WINGS
CRASH TESTING - COMPUTER-SIMULATED BASED ON VERIFIABLE DATA
DOOR - DOUBLE W/ MANUAL CONTROL
ELECTRICAL PANEL
EXTERIOR - WHITE PAINT
FLOORING - CARPET W/ BLACK RUBBER, CENTER AISLE IS RIBBED
FRONT CAP - FIBERGLASS
5/8" PLYWOOD
FULL-VIEW CURB WINDOW
INSULATION - FOAMED IN PLACE
INTERIOR LIGHTING - 12V
LIGHTS - STEPWELL
LUGGAGE DOOR - STD ON LUGGAGE MODELS
MIRRORS - SIDEVIEW
MODESTY PANEL AT ENTRY
PARATRANSIT DOOR STD LIFT MODELS
REAR STEEL BUMPER
REAR MUD FLAPS
ROOF - PAINTED GALVANIZED STEEL
RUB RAILS
SIDEWALLS - EXT. GALVANIZED STEEL
STANCHION - STAINLESS STEEL
STEELGUARD® CONSTRUCTION - FLOOR, ROOF, SIDEWALLS
TRACK SEATING
UNDERCOATING - FLOOR FRAME
WHEEL WELLS - STEEL
WINDOWS – 36"x45", TINTED, T-SLIDER TOP



PRELIMINARY FLOOR PLAN ONLY

ALL LAYOUTS ARE SUBJECT ENGINEERING/MANAGEMENT APPROVAL AND MAY CHANGE WITHOUT PRIOR NOTICE IF DEEMED NECESSARY. CHAMPION BUS IS NOT HELD RESPCNSIBLE FOR AFTERMARKET INSTALLATIONS THAT MAY RISK ALTERATION OF FMVSS GUIDELINES. PRELIMINARY WEIGHT CALCULATIONS OF EACH LAYOUT MAY NOT ACCURATELY REFLECT THE FINAL BUILD AND LAYOUT MAY BE SUBJECT TO ALTERATION FOR COMPLIANCE OF GUIDELINES.

REL	DATE	ECN	DESCRIPTION OF CHANGES	BY	APP'D
A	7/17/17		CHANGED ONE DOUBLE FIXED TO FOLDAWAY	PR	

PART NO. CB202171

CHAMPION A GROUP

ECN # N/A

DO NOT SCALE

SEATING: FREEDMAN MID HI FEATHERWEIGHT

PASSENGERS: 32 PASSENGER 2 WHEELCHAIR

TOLERANCES UNLESS OTHERWISE NOTED
.XX = .03
.XXX = .020
X° = 1°

DRAWN BY: P RUHALA — DATE: 7/17/17

CHK. — DATE:

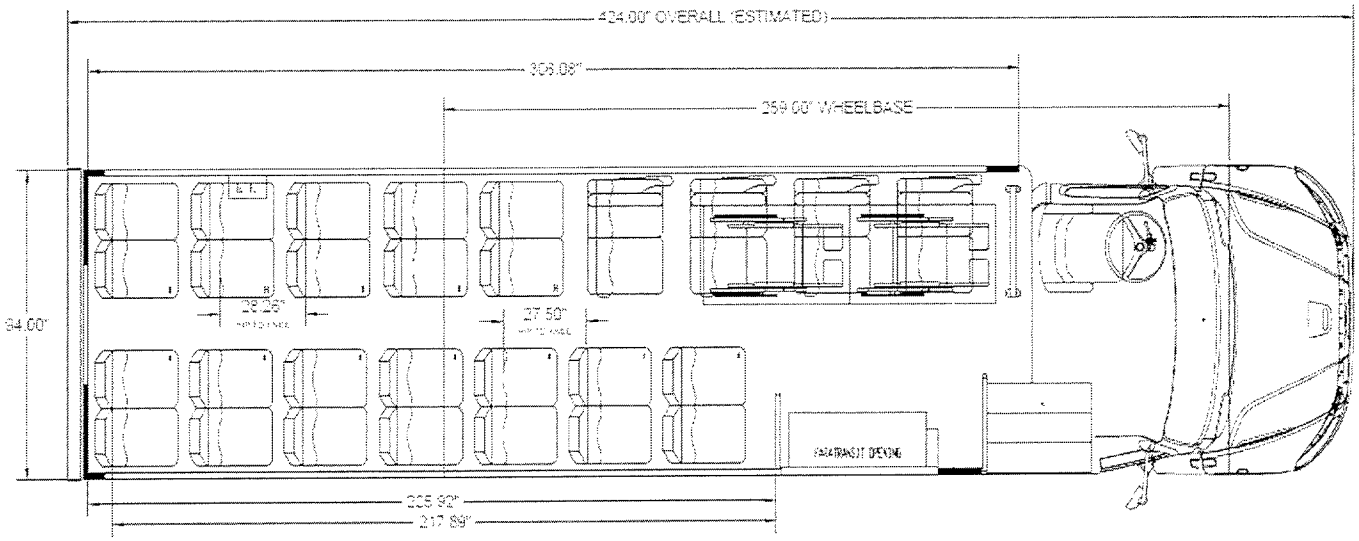
PURCH./MFG.: MFG.

TITLE: FLOOR PLAN, FREIGHTLINER S2C 35' 259" WHEELBASE W/FRONT LIFT

MODEL: DEFENDER S2C

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Agreement RFP 17-04



PRELIMINARY FLOOR PLAN ONLY

ALL LAYOUTS ARE SUBJECT TO ENGINEERING/MANAGEMENT APPROVAL AND MAY CHAN
WITHOUT PRIOR NOTICE IF DEEMED NECESSARY. CHAMPION BUS IS NOT HELD
RESPONSIBLE FOR AFTERMARKET INSTALLATIONS THAT MAY RICK ALTERATION O
FMVSS GUIDELINES. PRELIMINARY WEIGHT CALCULATIONS OF EACH LAYOUT MAY N
ACCURATELY REFLECT THE FINAL BUILD AND LAYOUT MAY BE SUBJECT TO ALTERAT
FOR COMPLIANCE OF GU DELINES.

REL	DATE	ECN	DESCRIPTION OF CHANGES	BY	APP'D
A	7/17/17		CHANGED ONE DOUBLE FIXED TO FOLDAWAY	PR	

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PART NO. CB202171

CHAMPION AEC GROUP

ECN # N/A

DO NOT SCALE

SEATING: FREEDMAN MID HI FEATHERWEIGHT

PURCH./MFG.: MFG.

PASSENGERS: 32 PASSENGER 2 WHEELCHAIR

TOLERANCES UNLESS OTHERWISE NOTED
.XX = .03
.XXX = .020
X° = 1°

DRAWN BY: P RUHALA

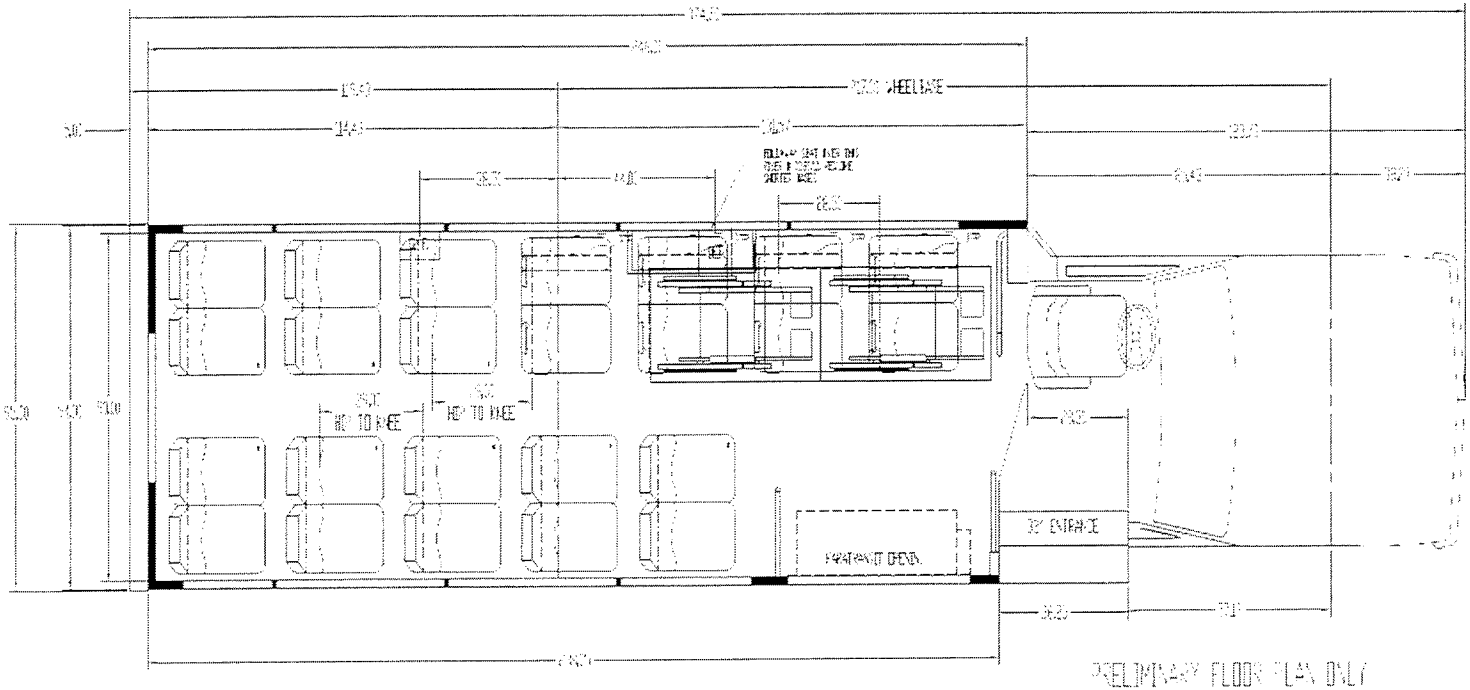
DATE: 7/17/17

CHK

DATE

TITLE: FLOOR PLAN, FREIGHTLINE S2C 35' 259" WHEELBASE W/FRONT LIFT

MODEL: DEFENDER S2C



PRELIMINARY FLOOR PLAN ONLY

ALL LAYOUTS ARE SUBJECT TO DIMENSIONAL ADJUSTMENT AS REQUIRED AND MAY CHANGE AS THE PROJECT PROGRESSES OR AS FINAL ENGINEERING IS COMPLETED. CHAMPION BUS IS NOT HELD RESPONSIBLE FOR AFTERMARKET INSTALLATIONS THAT MAY REQUIRE ALTERATIONS OF PANELS, ASSEMBLIES, PLUMBING OR HEATING INSTALLATIONS OF EACH LAYOUT MAY NOT ACCURATELY REFLECT THE FINAL BUILT. ANY LAYOUT MAY BE SUBJECT TO ALTERATION FOR COMPLIANCE OF STANDARDS.

PAGE 1 OF 1

REL	DATE	BY	DESCRIPTION				

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PART NO. [illegible]

CHAMPION

BOM # N/A

DO NOT SCALE

SEATING FREEMAN FEATHERWEIGHT WITH HEATER

PASSENGER COUNT 28 PASSENGERS + 2 WC'S

TOLERANCES UNLESS OTHERWISE NOTED
XX = .03
XXX = .020
ANGLES = 1°

DRAWN BY J. PUHALA

DATE [illegible]

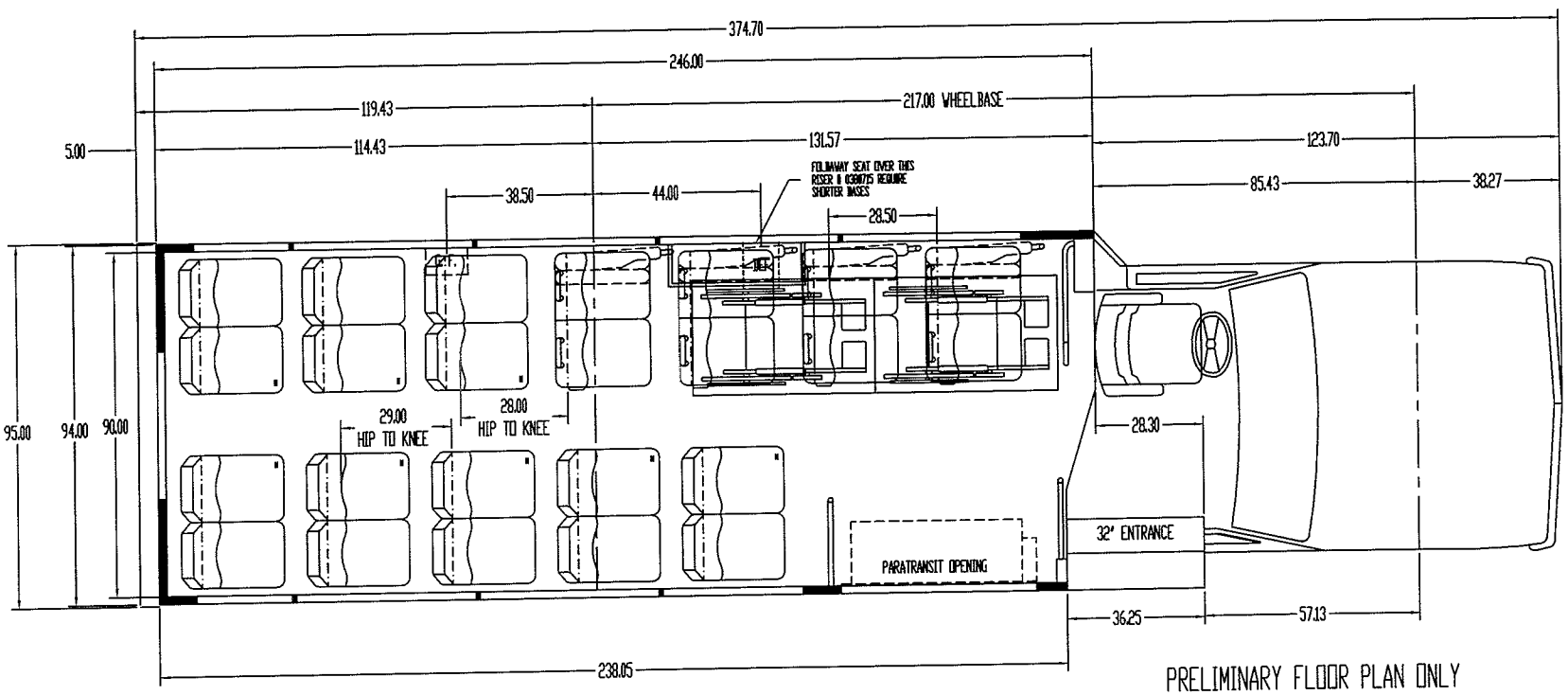
CHK.

DATE

PURCHASER/MFG. [illegible]

TITLE
FLOOR PLAN (FSS, P/L, F-OS)
[illegible]

MODEL FSS DEFENDER '20



PRELIMINARY FLOOR PLAN ONLY

ALL LAYOUTS ARE SUBJECT ENGINEERING/MANAGEMENT APPROVAL AND MAY CHANGE WITHOUT PRIOR NOTICE IF DEEMED NECESSARY. CHAMPION BUS IS NOT HELD RESPONSIBLE FOR AFTERMARKET INSTALLATIONS THAT MAY RISK ALTERATION OF FMVSS GUIDELINES. PRELIMINARY WEIGHT CALCULATIONS OF EACH LAYOUT MAY NOT ACCURATELY REFLECT THE FINAL BUILD AND LAYOUT MAY BE SUBJECT TO ALTERATION FOR COMPLIANCE OF GUIDELINES.

PAGE: 1 OF: 1

REL	DATE	ECN	DESC. OF CHANGES	BY	APP'D

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PART NO. CB030838

CHAMPION REV GROUP

ECN # N/A

DO NOT SCALE

SEATING: FREEDMAN FEATHERWEIGHT MID HI SEATS

PASSENGER COUNT: (24) PASSENGERS & (2) W/C'S

TOLERANCES UNLESS OTHERWISE NOTED
.XX = .03
.XXX = .020
X° = 1°

DRAWN BY: P RUHALA DATE: 9/8/16

CHK. DATE:

PURCH./MFG.: MFG.

TITLE: FLOORPLAN DF311 R/L F-550 217" W/B 2017

MODEL F550 DEFENDER 2017

Aero Elite

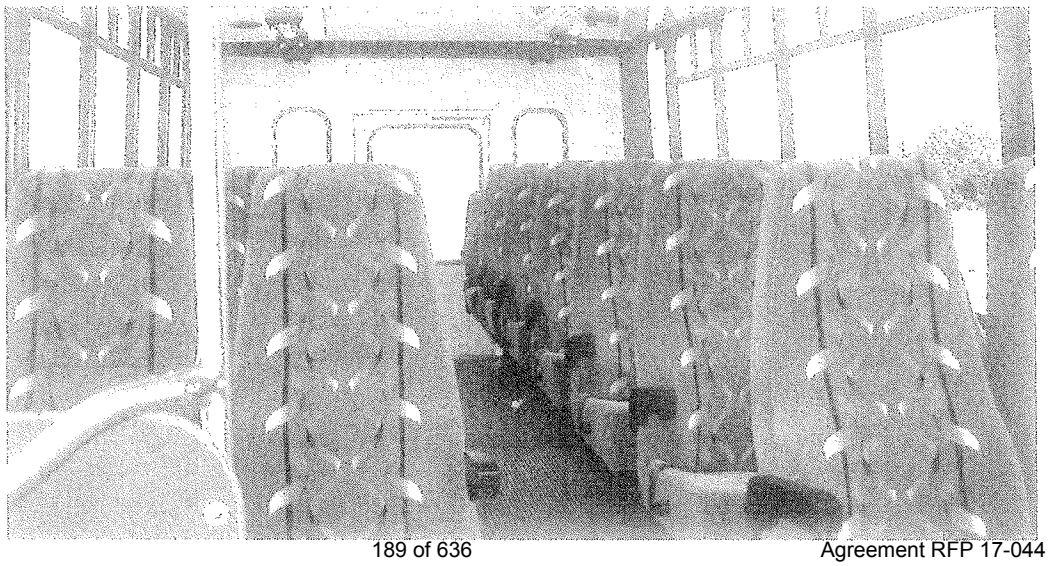
ElDorado National
a THOR company

25' to 32' Cutaway Bus

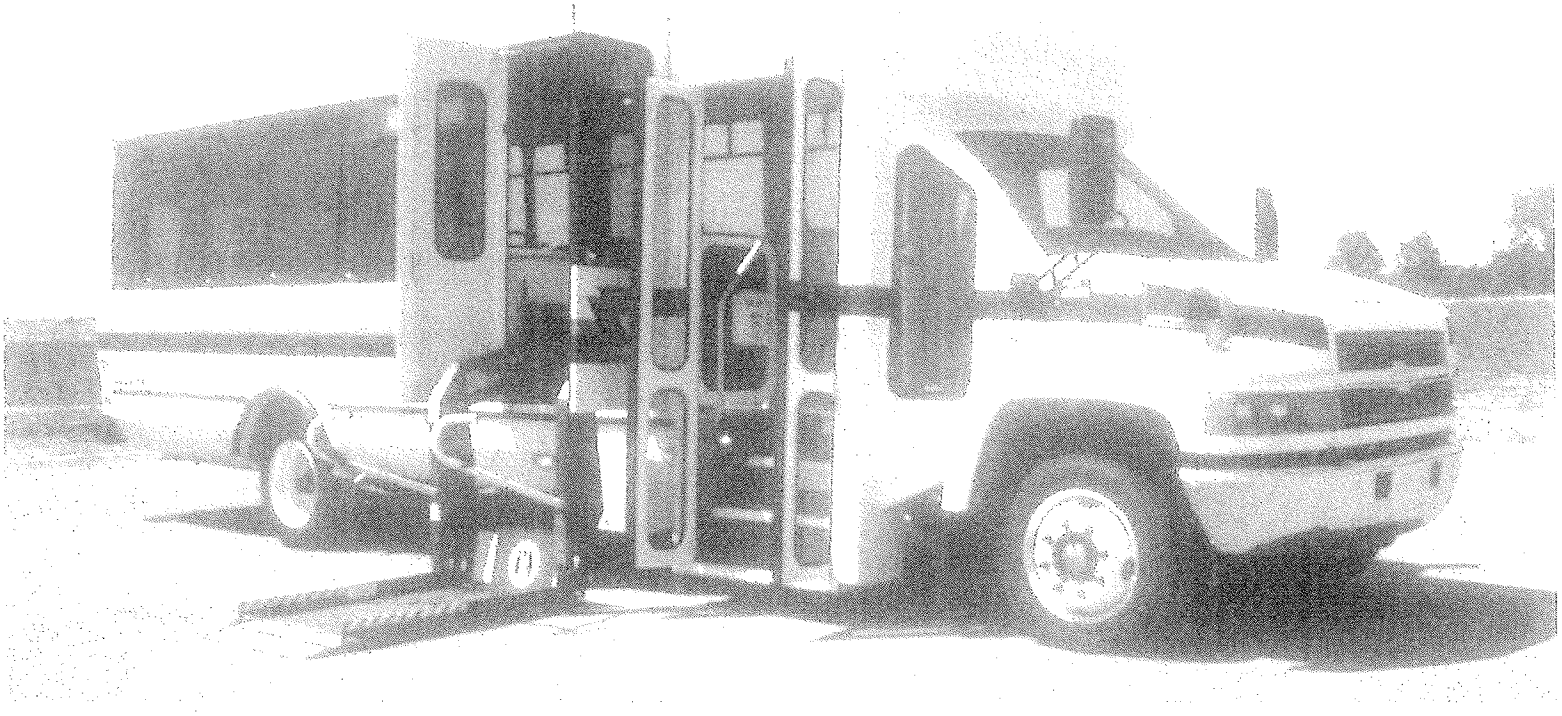


Our Aero Elite is not your typical cutaway. In fact, it's a cut above.

- Number one selling vehicle in the medium duty cutaway class
- Exclusive steel reinforced composite construction has exceptional impact resistance and is free of rust and corrosion
- Custom designed floorplans available to meet the most specific application
- Altoona tested to 7 yr./200,000 miles
- ISO 9001:2000 Certified



ADA Compliant



Standard Equipment

- Steel-reinforced composite body w/5 yr., 100K mile warranty
- Bright white, impact resistant, non corrosive, gelcoated, FRP exterior body panels
- Sidewall features 11 gauge steel, diagonally reinforced passenger area crash barrier which includes seat mounting track
- Trac Lok seat track allows easy seat moving or removal
- Floor frame is 16 gauge, 2" x 3" cross members on 11-gauge C channel mounted on rubber shock dampeners
- 3/4" exterior grade plywood floor undercoated and edge sealed prior to installation
- Heavy duty transit rubber w/ribbed aisle
- Stainless steel safety stanchions on each side of the aisle at entry
- Curb side modesty panel with entry assist handrail
- Interior driver rear view mirror
- Deluxe exterior mirrors with convex mirror
- Heavy duty 12-gauge steel rear wrap around bumper powder coated white to match body
- High-back driver seat
- Master electric panel easily accessible in operator compartment
- Ergonomically designed switch control panel
- All wiring color, number and function coded
- All wiring loomed and secured in position with loom ties
- Door-activated interior lights w/driver override
- Operator map light
- Passenger windows are top T-slide, ventilating, w/maximum tinting
- All stainless steel entry and wheelchair entry door frames

Popular Optional Equipment

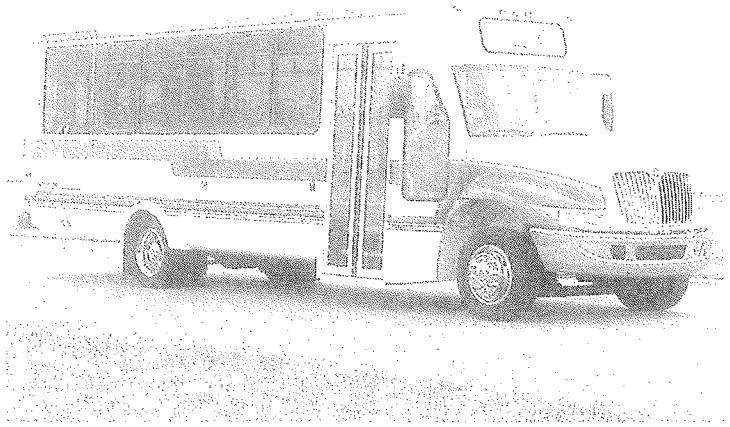
(Note: This is only a partial listing of optional equipment. For more complete information, contact your ElDorado National representative.)

- Passenger A/C ranging from 30,000 to 96,000 BTU
- Passenger heating ranging from 35,000 to 65,000 BTU
- All HVAC systems thermostatically controlled, located in operator compartment
- Alternators available up to 270 Amp.
- Engine fast idle
- Heavy duty battery on stainless slide-out skirt tray
- Roof-vent escape hatch
- Rear emergency door
- Front and side route signs
- Entry door interlock
- First aid kits, fire extinguisher and flare/road side reflectors
- Reverse alarm
- Full range of seating and upholstery choices
- Full range of luggage compartments, overhead bins and racks
- Custom painting and graphics
- Full range of audio/video equipment
- Deluxe interior trim package
- Restroom
- Kitchenette/wetbar
- Color coordinated floor - rubber or carpet
- Stainless steel wheel inserts
- All necessary equipment for handicapped accessibility and fully compliant with ADA

Chassis Specifications

International Model 3200

- 23,500 lb. GVWR
- 8,000 lb. front axle, 50 degree wheel cut
- Front suspension, parabolic taper leaf w/piston-gas shocks
- 15,500 lb. rear axle, 4.44 ratio
- Rear suspension, air spring w/auto self leveling
- 4 wheel disc brakes w/ABS
- Driver cab door
- No wheel well protrusion in passenger area
- Air suspension driver seat
- Wheelbase (model specific) - 169", 193", 205", 217"
- Frame rail, 50K psi/66.5K RBM w/Huck bolted cross members
- Hydraulic, power assist steering w/tilt column
- Electronic speed control
- Six (6) 245/70R19.5 12 ply tires
- 200 HP International VT365 6L diesel engine
- Series 2100 Allison transmission
- 175 Amp Leece-Neville alternator
- Two 12 volt batteries w/1100 CCA
- In dash full gauge instrumentation w/on board diagnostics
- Fuel capacity (model specific) 40 gallons, 65 gallons
- Radiator, aluminum, 29 qt. 516 sq. in. w/270 sq. in. charge air cooler
- Intermittent windshield wipers
- Tilting, light-weight hood and fenders for easy engine access
- Heavy duty chrome front bumper
- Driver HVAC w/automatic shutdown system
- Chrome grill



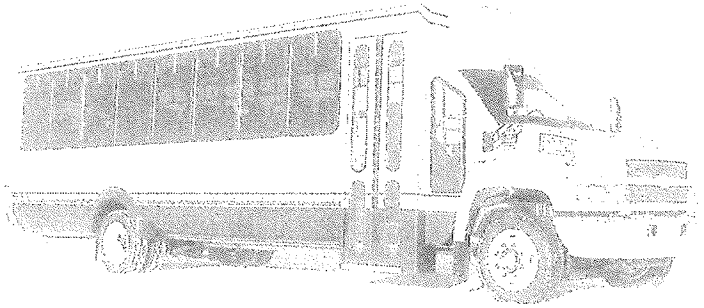
Freightliner FB-65

- 25,500 lb. GVWR
- 8,000 lb. front axle, 50 degree wheel cut
- Front suspension, parabolic taper leaf w/piston gas shocks
- 17,500 lb. rear axle, 4.33 ratio
- Rear suspension, air spring w/auto self leveling
- 4 wheel disc brakes w/ABS
- No wheel well protrusion in passenger area
- Air suspension driver seat
- Wheelbase (model specific) - 190", 215", 234"
- Frame rail, 80k psi
- Hydraulic, power assist steering w/tilt, and telescope column
- Electronic speed control
- Six (6) 245/70R19.5 16 ply tires
- 190 HP Cat C-7 diesel engine
- Series 2100 Allison transmission
- 160 Amp Leece-Neville alternator
- Two 12 volt batteries w/1520 CCA
- In dash full gauge instrumentation
- Fuel capacity (model specific) 40 gallon, 60 gallon
- Radiator, 720 sq. in. aluminum
- Intermittent windshield wipers
- Tilting, light-weight hood and fenders for easy engine access
- Heavy duty chrome front bumper
- Driver HVAC

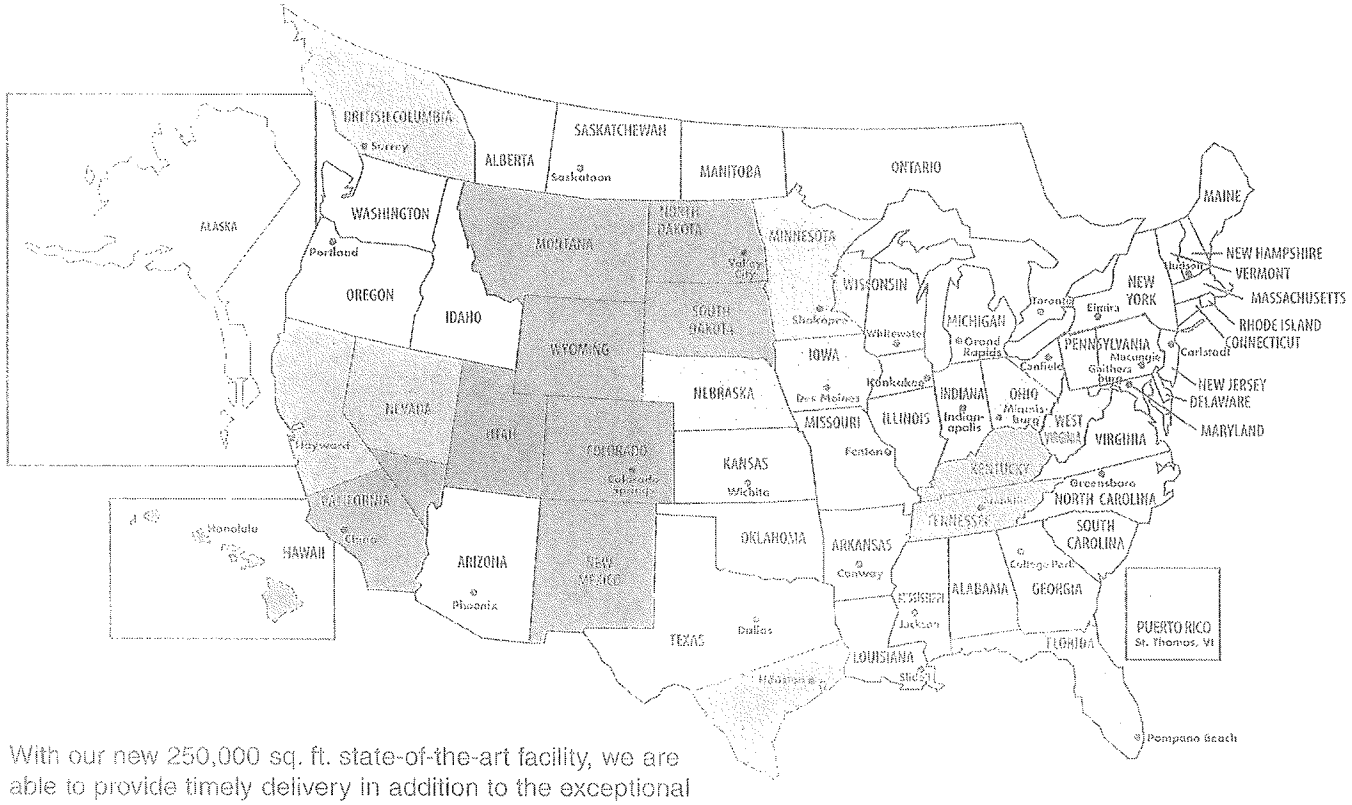


Chevrolet 4500/5500

- 16,000 to 19,500 lb. GVWR
- 7,000 lb. front axle, 54 degree wheel cut
- Front suspension, parabolic taper leaf w/piston-gas shocks
- 11,000 to 13,500 lb. rear axle, 5.13 ratio
- Rear suspension, parabolic taper leaf w/heavy duty stabilizer bar
- 4 wheel disc brakes w/ABS
- Driver cab door
- Wheelbase (model specific) - 183.5", 213", 235"
- Frame rail, 50K psi
- Hydraulic, power assist steering w/tilt
- Electronic speed control
- Six (6) 225/70R19.5F tires
- 225 HP 8.1L gas or 210/300 HP 6.6L diesel
- Series 1000 Allison transmission
- 105 dual amp alternator
- Two 12 volt batteries w/1400 CCA
- In dash full gauge instrumentation
- Fuel capacity, (model specific) 60 gallons
- Radiator is 32 qt., aluminum
- Intermittent windshield wipers
- Tilting, light-weight hood and fenders for easy engine access
- Heavy duty chrome front bumper
- Driver HVAC

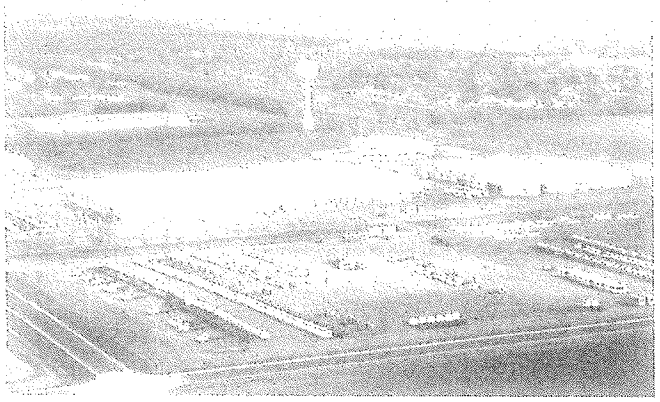


As the largest producer of small and medium duty commercial buses in North America, ElDorado National also has the largest and longest-established dealer organization in the industry. They provide expert assistance in selecting the exact product you need for your specific application and unequalled service and support throughout the ownership period. When you buy an ElDorado National product, you have a friend in the business.



With our new 250,000 sq. ft. state-of-the-art facility, we are able to provide timely delivery in addition to the exceptional quality that sets the standard in our industry.





At ElDorado National, we constantly improve our product; as a result all specifications and dimensions are subject to change without notice.

MSBMA MEMBER

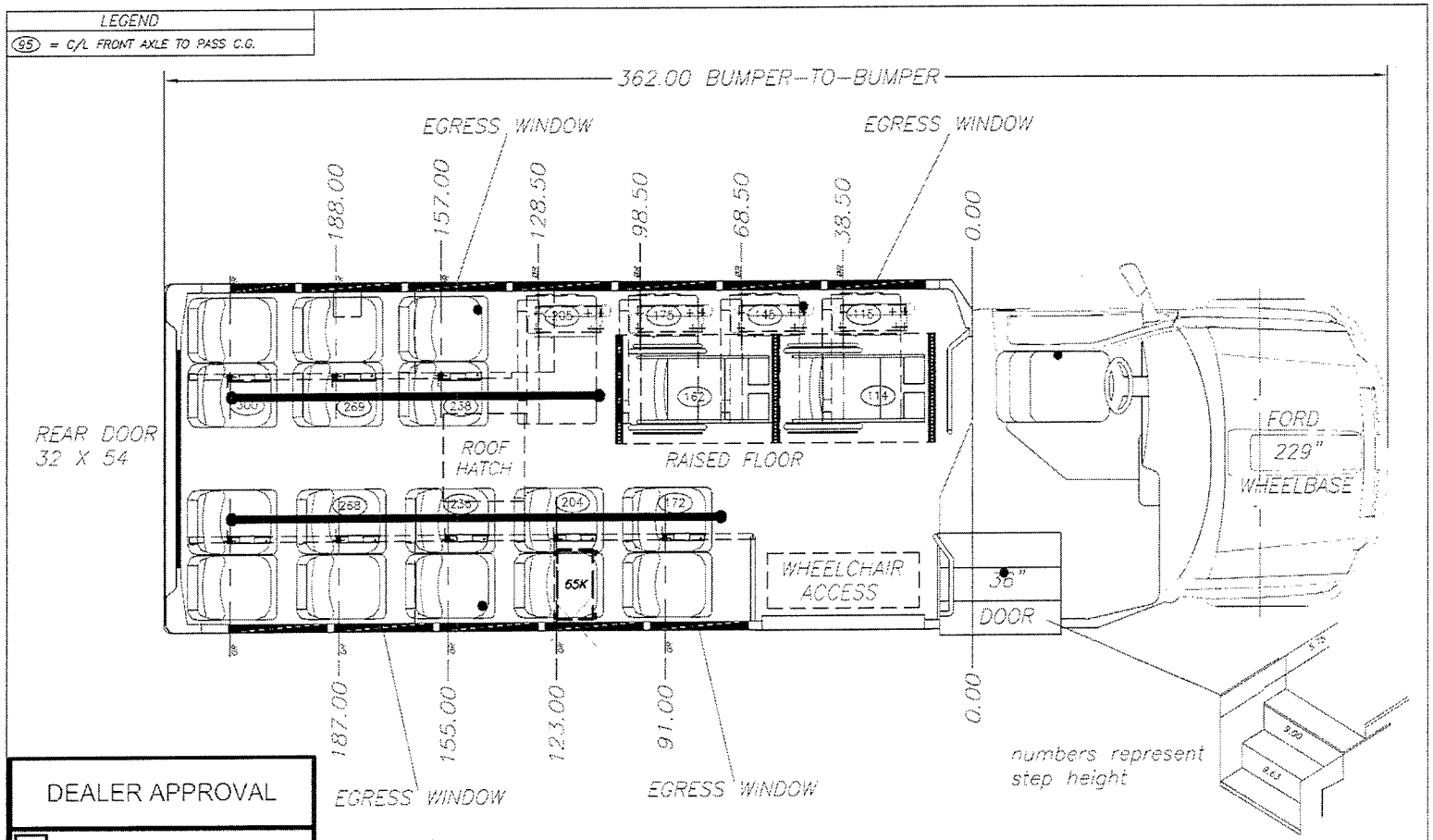
ISO 9001 CERTIFIED

ElDorado National
A THOR company

1655 Wall Street • Salina, KS 67401 • (800) 850-1287 • (785) 827-1033
9670 Galena Street • Riverside, CA 92509 • (800) 362-1287

THOR
AMERICA'S BEST BUS INVESTMENT

Printed on recycled paper as part of ElDorado National's continuous effort to minimize waste and conserve our natural resources.



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	DATE: 8/5/16	SIZE: A				
	SCALE: 1/42	WGT:				
TOLERANCE UNLESS SPECIFIED						
SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")		-	JPM	8/5/16	RELEASE TO PRODUCTION	
RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)		REV.	BY	DATE	DESCRIPTION	

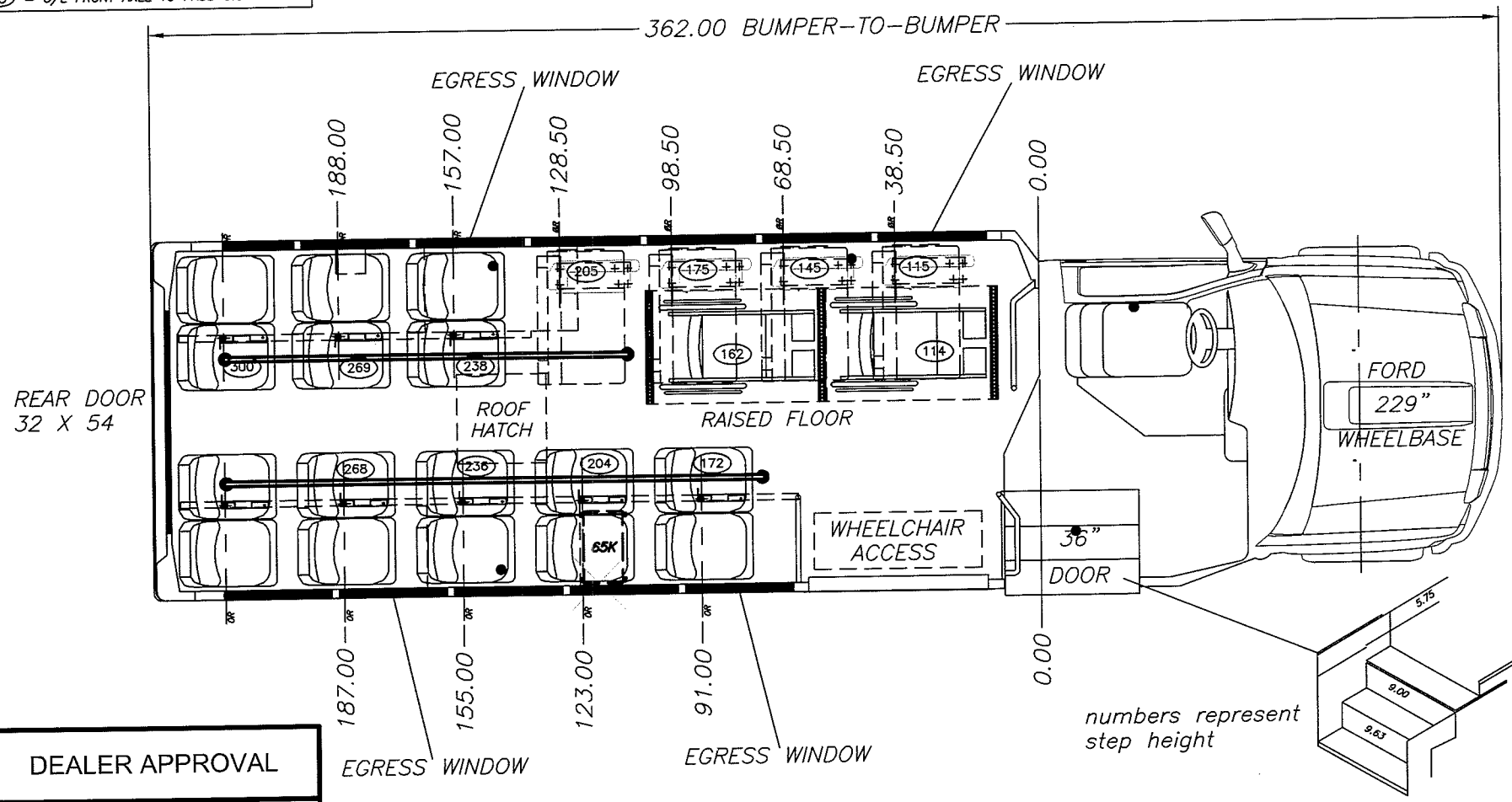
ELDORADO
REV GROUP
1655 WALL STREET
SALINA, KS. 67401

TITLE:
AERO ELITE 290 FORD F550
36" ENTRY DOOR / WC DOOR (FRONT)

UNIT NUMBER
AEF2908-DH10

PAGE
1 OF 1

LEGEND
(95) = C/L FRONT AXLE TO PASS C.G.



DEALER APPROVAL
☐ APPROVED
X _____
CUSTOMER SIGNATURE

HIP TO KNEE MINIMUM IS 27.00"

• - LIGHT LOCATIONS

ELDORADO
REV GROUP
1655 WALL STREET
SALINA, KS. 67401

DO NOT SCALE DRAWING	DRAWING INFORMATION					
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	DATE: 8/5/16	SIZE:A				
	SCALE: 1/42	WGT:				
TOLERANCE UNLESS SPECIFIED						
SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")			–	JPM	8/5/16	RELEASE TO PRODUCTION
RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)			REV.	BY	DATE	DESCRIPTION

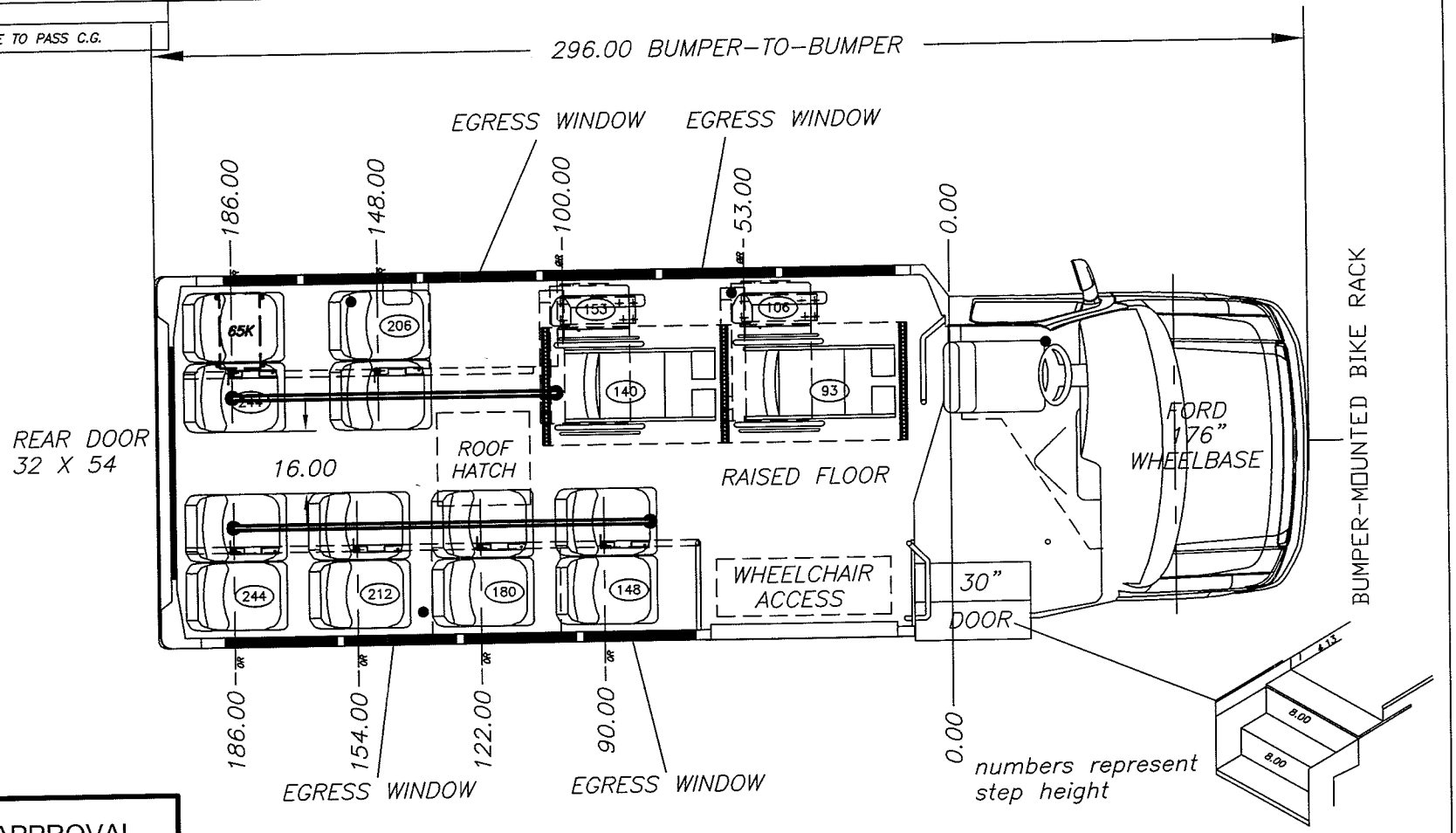
TITLE:
AERO ELITE 290 FORD F550
36" ENTRY DOOR / WC DOOR (FRONT)

UNIT NUMBER
AEF2908-DH10

PAGE
1 OF 1

LEGEND

(95) = C/L FRONT AXLE TO PASS C.G.



DEALER APPROVAL

☐ APPROVED

X _____

CUSTOMER SIGNATURE

MINIMUM HIP-TO-KNEE - 29"

• - LIGHT LOCATIONS

DO NOT SCALE DRAWING	DRAWING INFORMATION					
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	DATE: 7/17/17	SIZE:A				
	SCALE: 1/42	WGT:				
TOLERANCE UNLESS SPECIFIED						
SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")			–	DRB	7/17/17	RELEASE TO PRODUCTION
RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)			REV.	BY	DATE	DESCRIPTION

ELDORADO
REVGROUP
1655 WALL STREET
SALINA, KS. 67401

TITLE:
AEROTECH 240
30" ENTRY DOOR / WC DOOR (FRONT)

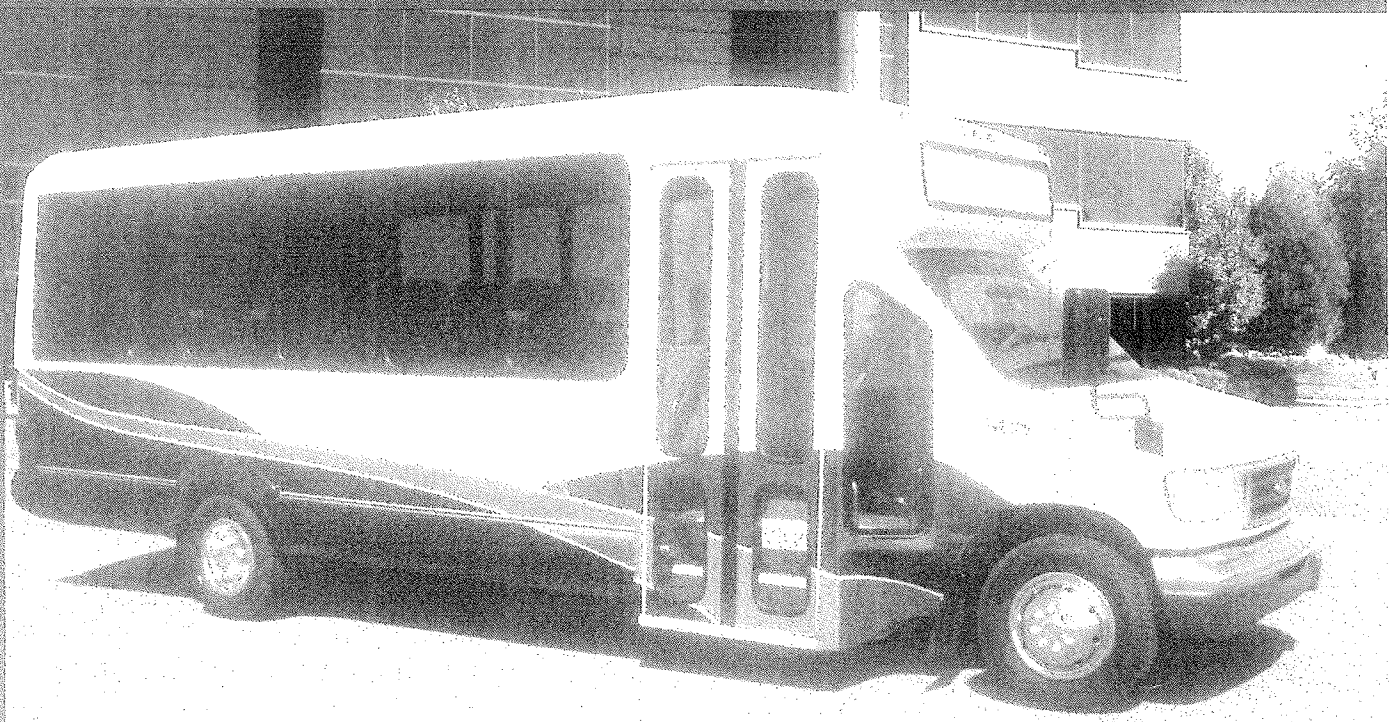
UNIT NUMBER
ATF2413-LN01

PAGE
1 OF 1

Aerotech

ElDorado National
a THOR company

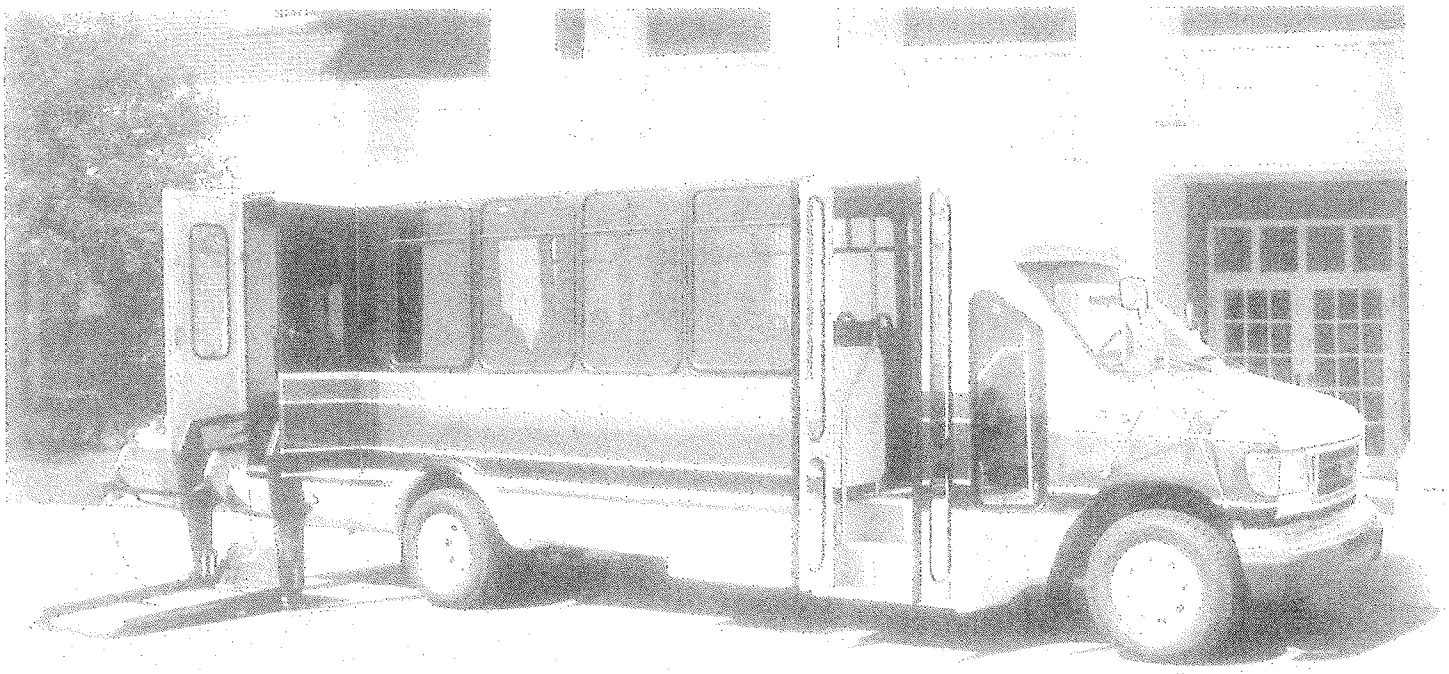
20' to 27' Cutaway Bus



The ideal blend of beauty and durability!

- Number one selling commercial cutaway bus since 1985
- Superior field performance in public and private applications
- Unequalled laboratory and commercial track testing
- Over 250 standard floorplan configurations
- Altoona tested to 7 yr./200,000 miles
- ISO 9001:2000 certified





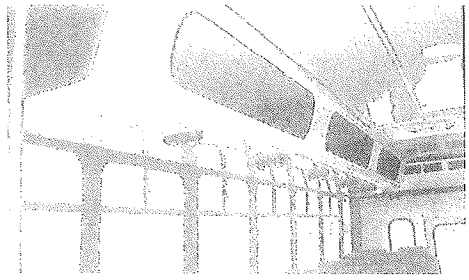
Our Aerotech is in a class by itself.

- Only crash tested commercial cutaway bus
- Exclusive steel reinforced composite construction has superior impact resistance and is free of rust and corrosion
- First to build an all new facility designed specifically for manufacturing commercial cutaway buses

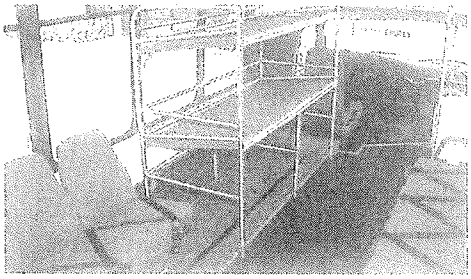


Product Flexibility

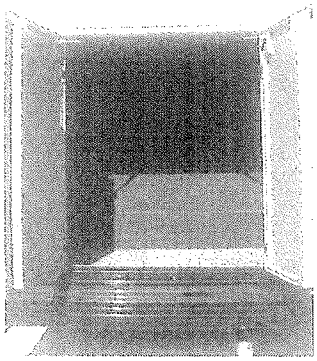
Here Are Just a Few Great Features You're Sure to Appreciate!



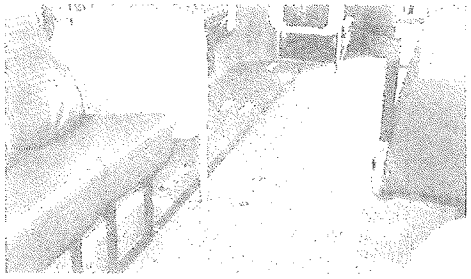
Large overhead storage bins keep smaller carry-ons safely out of the way.



A conveniently located luggage rack will easily handle bags of nearly any size.



A spacious rear luggage compartment can take over-sized luggage and packages.



Rugged tie-downs firmly anchor wheelchairs and can be located in any position.



A large, electronic route sign clearly identifies service areas and is easily changed.



Entry doors feature a sturdy hand-rail and guide lights for added safety.

Chassis Specifications

Ford

- Engines - Gas 5.4L V8, 6.8L V10 & Diesel 6.0L V8
- Transmission - 5 speed automatic torqueshift
- Transmission cooler
- Brakes - ABS, disc front & rear
- Tires - LT225/75R16
- 4:10 rear axle ratio
- 130 Amp. alternator
- Driver A/C
- Heavy duty radiator
- 37 gal (E-350) or 55 gal (E-450) gallon fuel tank
- Tilt steering
- Dual batteries
- GL20 tinted glass

Chevrolet

- Engine - Gas 6.0L V8
- Transmission - 4 speed auto w/OD
- Transmission cooler
- Brakes - ABS disc front & rear
- Tires - LT225/75R16
- 4:10 rear axle ratio
- 145 Amp. alternator
- Driver A/C
- Heavy duty radiator
- 33 gallon fuel tank
- Cruise control
- Tilt steering
- Dual batteries
- GL20 tinted glass

Standard Features & Selected Options

Standard Equipment

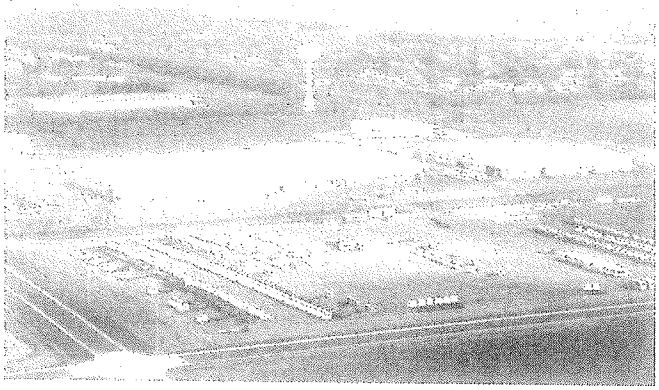
- Steel-reinforced composite body w/5 yr., 100K mile warranty
- Bright white, impact resistant, non corrosive, gelcoated, FRP exterior body panels
- Sidewall features 11-gauge steel, diagonally reinforced passenger area crash barrier which includes seat mounting track
- Trac Lok seat track allows easy seat moving or removal
- Floor frame is 16 gauge, 2"x 3" cross members on 11-gauge C channel mounted on rubber shock dampeners
- 3/4" exterior grade plywood floor undercoated and edge sealed prior to installation
- Heavy duty transit rubber w/ribbed aisle
- Stainless steel safety stanchions on each side of the aisle at entry
- Curb side modesty panel with entry assist handrail
- Deluxe exterior mirrors with convex mirror
- Interior driver rear view mirror
- Heavy duty 12-gauge steel rear wrap around bumper powder coated white to match body
- High-back driver seat
- Master electric panel easily accessible in operator compartment
- Ergonomically designed switch control panel
- All wiring color, number and function coded
- All wiring loomed and secured in position with loom ties
- Door-activated interior lights w/driver override
- Operator map light
- Passenger windows are top T-slide, ventilating, w/maximum tinting
- All stainless steel powder coated entry and wheelchair door frames

Popular Optional Equipment

(Note: This is only a partial listing of optional equipment. For more complete information, contact your ElDorado National representative.)

- Passenger A/C ranging from 30,000 to 87,000 BTU
- Passenger heating ranging from 35,000 to 65,000 BTU
- All HVAC systems thermostatically controlled, located in operator compartment
- Alternators available up to 250 Amp.
- Engine fast idle
- Heavy duty battery on stainless slide-out skirt tray
- Roof-vent escape hatch
- Rear emergency door
- Front and side route signs
- Entry door interlock
- First aid kits, fire extinguisher and flare/road side reflectors
- Reverse alarm
- Full range of seating and upholstery choices
- Full range of luggage compartments, overhead bins and racks
- Custom painting and graphics
- Full range of audio/video equipment
- Deluxe interior trim package
- Restroom
- Kitchenette/wetbar
- Color coordinated floor - rubber or carpet
- Stainless steel wheel inserts
- All necessary equipment for handicapped accessibility and fully compliant with ADA
- Alternate fuels available on the 6.8L V10 engine





With our new 250,000 sq. ft. state-of-the-art facility, we are able to provide timely delivery in addition to the exceptional quality that sets the standard in our industry.

As ElDorado National, we constantly improve our products as a result all specifications and dimensions are subject to change without notice.

MSBMA MEMBER

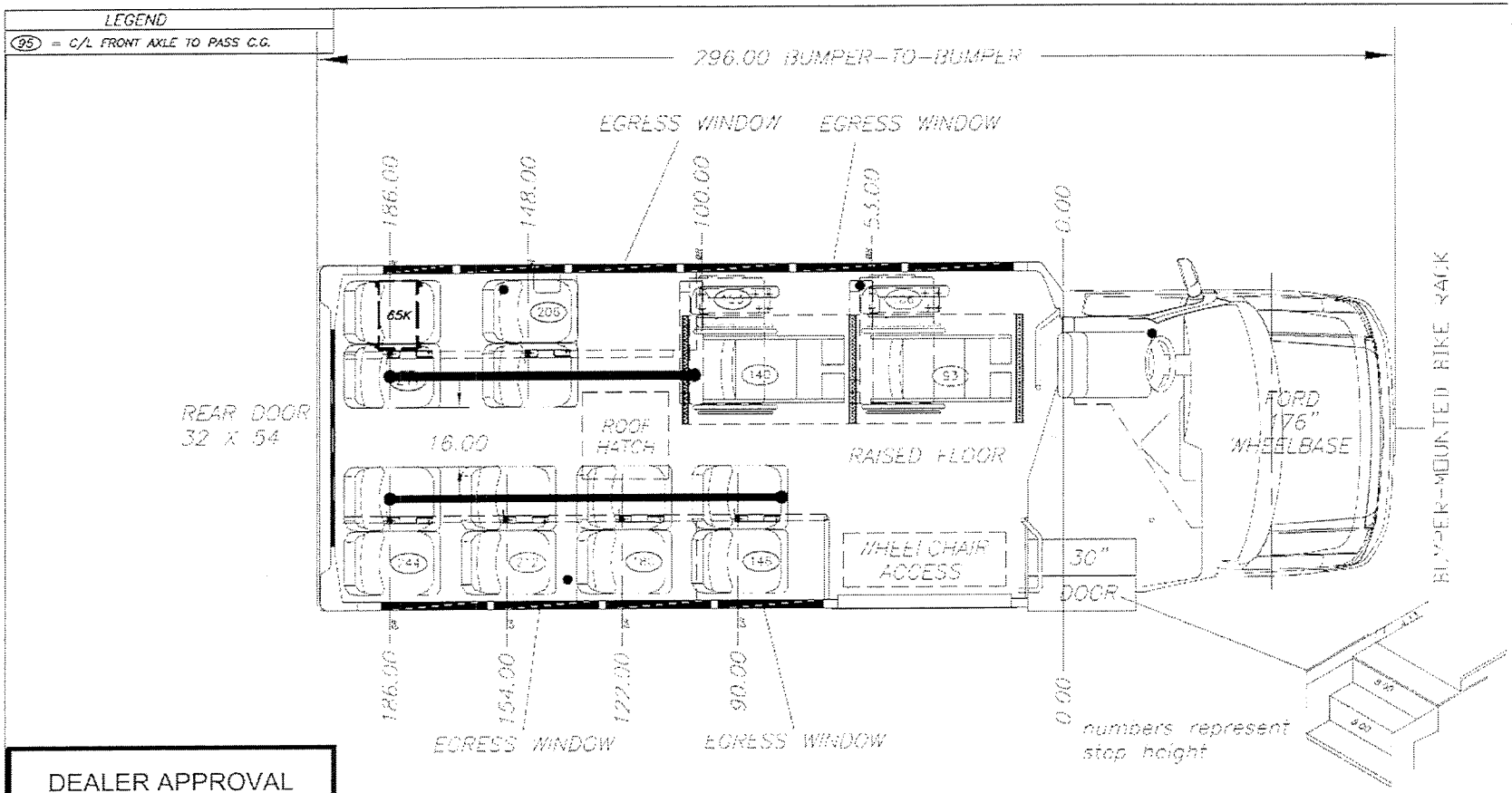
ISO 9001 CERTIFIED

ElDorado National
a MOTOR COACH company

THOR
AMERICA'S BEST BUS INVESTMENT

1655 Wall Street • Salina, KS 67401 • (800) 850-1287 • (785) 827-1033
9670 Galena Street • Riverside, CA 92509 • (800) 362-1287

Printed on recycled paper as part of ElDorado National's continuous effort to minimize waste and conserve our natural resources.



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X

CUSTOMER SIGNATURE

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DRAWN: TYLER | CKD:
DATE: 7/17/17 | SIZE: A
SCALE: 1/42 | WGT:

TOLERANCE UNLESS SPECIFIED

SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")

RESTRAINTS ± .75 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)

REV.	BY	DATE	DESCRIPTION
–	DRB	7/17/17	RELEASE TO PRODUCTION

ELDORADO
REV GROUP
(800) MAIL STREET
SALINA, KS 67401

TITLE:
AEROTECH 240
30" ENTRY DOOR / WC DOOR (FRONT)

UNIT NUMBER
4TF2413-LN01

SHEET
1 OF 1

WORLD TRANS
REV GROUP



Precisely engineered to be lighter, stronger and safer; the World Trans E and G series will meet all of your needs and exceed your expectations. The unique modular construction will create a quieter, durable, and more fuel efficient bus with less waste and in a fraction of the time - put together in a smart looking package.

- Exclusive modular construction provides unparalleled flexibility, safety and style
- Spacious interior with maximum window visibility enhance the passenger experience
- High-strength galvanized steel flooring, roof and walls provides superior durability and rust prevention
- Increased seating capacity and improved fuel efficiency are enabled by an incredibly strong and lightweight structure
- Fiberglass front and rear caps produce a clean, sleek and modern look
- Exceeds FMVSS220, FMVSS214, and 7 Year/200,000 mile Altoona durability requirements

*Varies based on your state and the options selected. *Photo shown with optional equipment.







STANDARD CHASSIS EQUIPMENT

	FORD E Models	GM G Models
Engine	6.2L Gas 6.8L Gas	6.0L Gas
Transmission	Electronic 6-Speed Auto	Electronic 6-Speed Auto
Fuel Tank	40 Gallon 55 Gallon	33 Gallon 57 Gallon
Brakes	Power w/4 wheel antilock	Power w/4 wheel antilock
Alternator	225 Amp.	220 Amp.

STANDARD BODY EQUIPMENT

- Galvanized Steel Structure
- Composite Exterior Panels
- Expanded Foam Insulation
- 5/8" Plywood Flooring
- LED Interior Dome lights
- LED Stop/Tail/Turn/Backup Lights
- Tinted 40" x 46" Solid Glass Windows
- Rear-View Flat/Convex Mirrors
- Commercial Seats
- Floor Seat Track
- Fiberglass Molded Rear Cap

POPULAR OPTIONS

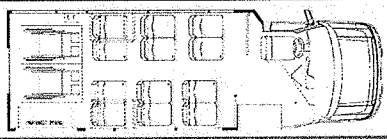
- 3-Point Seats
- 3/4" Marine-Grade Plywood Floor
- AM/FM/BT(ᛒ) Radio
- Backup Alarm
- Backup Camera
- Battery Compartment
- Colored Flooring
- Interior Mirrors
- Rear Heater
- Rear In-Wall A/C
- Rear Luggage Wall
- Reverse Backup Sensors
- Roof Escape Hatch
- Spare Tire
- Stainless Steel Wheel Covers
- Tinted T-Slide Windows

SPECIFICATIONS

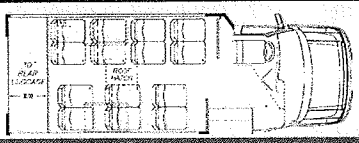
MODEL	22EN	22GN	22E	22G	24E	24G	26E	26G
Maximum Passenger Capacity	13	13	19	19	21	21	25	16+2
Maximum Seating Rows	5	5	5	5	5	5	6	6
Interior Height 6" from Sidewall	75"	75"	75"	75"	75"	75"	75"	75"
Interior Height at Center Aisle	80"	80"	80"	80"	80"	80"	80"	80"
Interior Width	82"	82"	90"	90"	90"	90"	90"	90"
Electric Entrance Door	30"/40"	30"/40"	30"/40"	30"/40"	30"/40"	30"/40"	30"/40"	30"/40"
Overall Height	117"	117"	117"/122"	117"/122"	117"/122"	117"/122"	117"/122"	117"/122"
Overall Length with Bumper	266"	272"	266"	272"	288"	294"	314"	320"
Overall Width with No Mirrors	88"	88"	96"	96"	96"	96"	96"	96"
Wheelbase	138"/158"	139"/159"	138"/158"	139"/159"	158"	159"	176"/190"	177"
GVWR	11,500 12,500 14,000 14,500	12,300 14,200	11,500 12,500 14,000 14,500	12,300 14,200	11,500 12,500 14,000 14,500	12,300 14,200	14,500	14,200

*Varies based on state and option selected. **Various passenger/wheelchair configurations available.

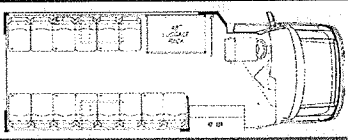
POPULAR FLOOR PLANS



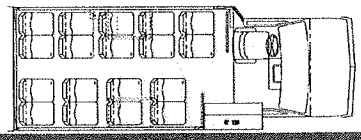
24E/24G
12 & 2 with Rear Lift



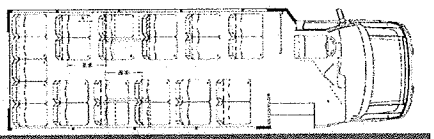
22E/22G
14 Passenger with Rear Luggage



22E/22G
14 Passengers with Perimeter Seating



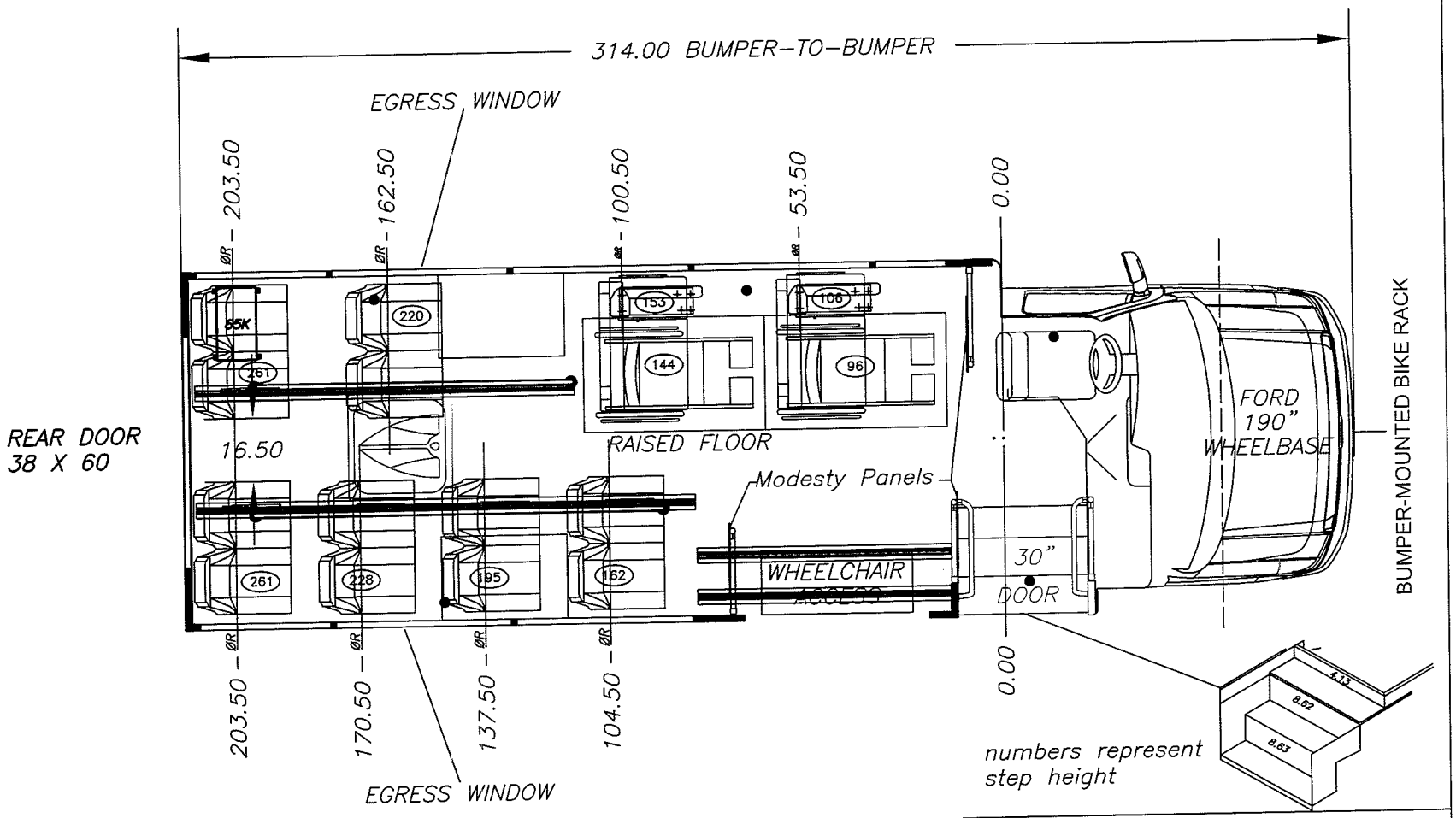
22E/22G
18 Passenger



26E/26G
25 Passenger

Due to ongoing engineering improvements, World Trans reserves the right to make changes without notification.

LEGEND
(95) = C/L FRONT AXLE TO PASS C.G.



MINIMUM HIP-TO-KNEE - 30"

• - LIGHT LOCATIONS

REV GROUP
1655 WALL STREET
SALINA, KS. 67401

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	DATE: 7/27/17	SIZE: A				
	SCALE: 1/42	WGT:				
TOLERANCE UNLESS SPECIFIED						
SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")			–	JPM	7/27/17	RELEASE TO PRODUCTION
RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)			REV.	BY	DATE	DESCRIPTION

TITLE:
26' E-SERIES FORD
30" ENTRY DOOR / WC DOOR (FRONT)

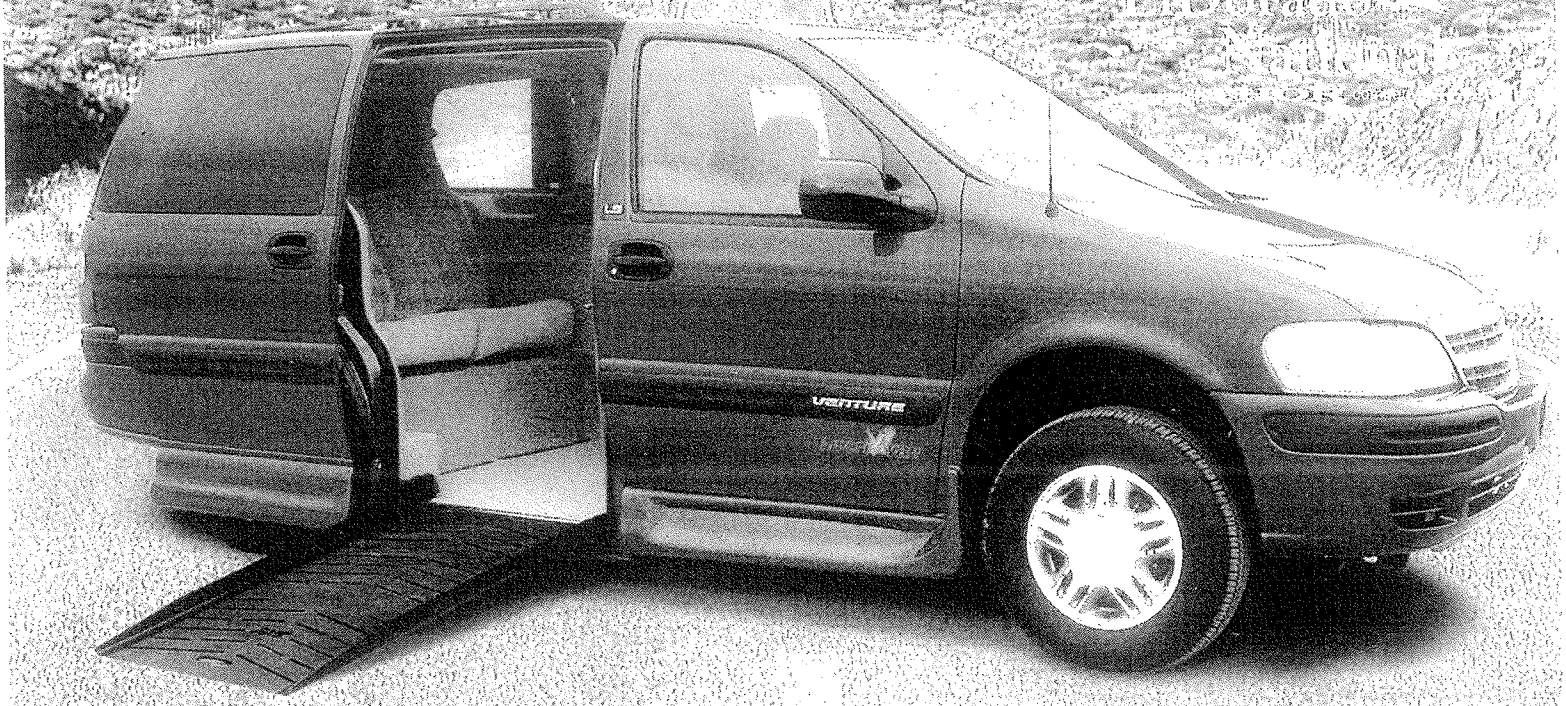
UNIT NUMBER
E9W26F30FL–LN01

PAGE
1 OF 1

AmeriVan

- Chevrolet Venture
- Pontiac Montana

- Stainless Steel Undercarriage
- Most Available Headroom





Amerivan's ramp is deployed by means of a concealed motor and actuator for quieter, safer operation. Inside, Q-Straint tie-downs provide greater security and are located for maximum value.

Wide passenger-side and driver-side sliding doors offer convenient, easy access for all.



Setting new standards for quality engineering, creative design and meticulous craftsmanship, the Amerivan provides practical solutions to today's mobility challenges.

Amerivan adheres to the finest details of quality design and construction.

Clearly, Amerivan is built to last . . . One of the many reasons why Amerivan owners are among the most satisfied in the lowered-floor minivan market.

Every ElDorado National component of your Amerivan has undergone rigid testing for safety and performance. And the crash-tested Amerivan design meets or exceeds all applicable U.S. vehicle safety standards.

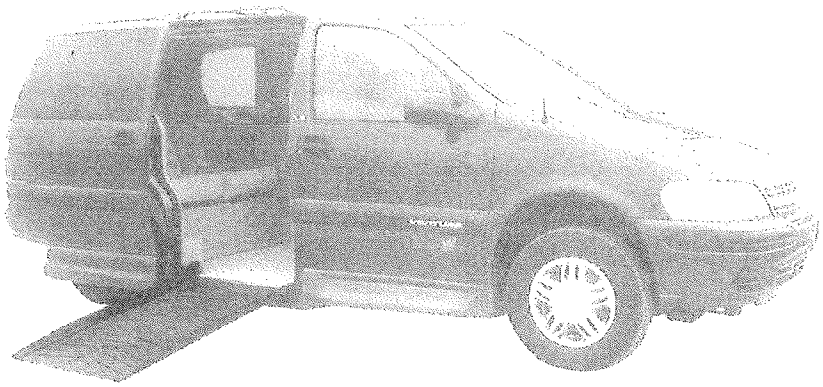
AmeriVan

ElDorado National

a THOR company

Amerivan conversions feature lowered rear seats and front seats which can be easily removed.





Pontiac Montana Top Colors

Liquid Silver Metallic*

Blue-Black Metallic

Summit White

Sport Red Metallic

Dark Bronzemist Metallic

Stealth Gray Metallic

Light Taupe Metallic

Chevrolet Venture Colors

Bronzemist

Navy Blue Metallic

Sport Red Metallic

Summit White

Sandrift Metallic

Blue Granite Metallic

Silverstone Metallic

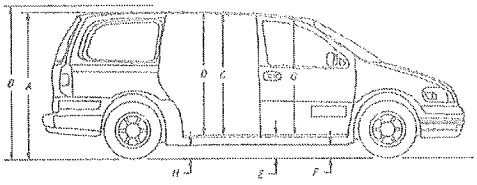
Color swatches shown are not exact matches to vehicle paint. Consult your GM dealer to confirm color of your Amerivan.

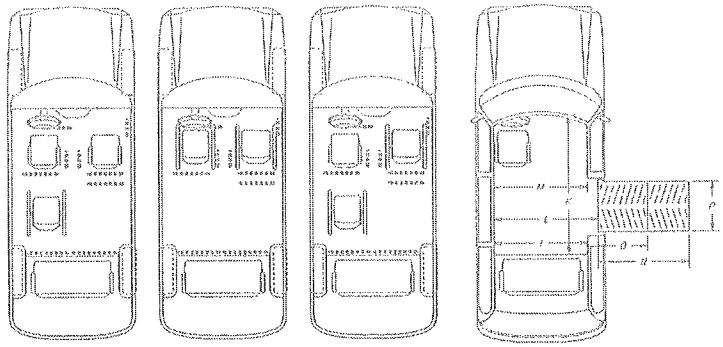
Two Tone Appearance Lower Accent Colors

Dark Charcoal Metallic

Light Taupe Metallic*

* 12 Galaxy Silver Metallic and 49 Light Taupe Metallic are not available with lower accent color 49 Light Taupe Metallic.





- Chevrolet Venture
- Pontiac Montana

Amerivan Vehicle Dimensions
Fold-out Ramp

A	Overall height of van	70½"
B	Overall height of van (w/luggage rack)	72½"
C	Door opening, usable height	56"
D	Interior height at center of van	59½"
E	Height at floor (normal)	9½"
F	Ground clearance at side doors (normal)	5⅝"
G	Interior height at driver & passenger position	58"
H	Ground clearance at frame (empty)	6½"
H	Ground clearance at frame (loaded)	5¾"
I	Interior width (to ramp actuator)	55"
J	Interior floor length (flat ramp area)	56"
K	Overall interior floor length	85"
L	Interior width at middle of ramp	61½"
M	Interior width behind driver's seat	58½"
N	Ramp length	54"
O	Ramp length (first section only)	29½"
P	Usable ramp width	29½"

Optional Equipment

- removable quad seating
- manual fold-out ramp
- 6-way power seat base
- slip resistant vinyl flooring
- power parking brake

Standard Equipment

- Kneeling feature (includes on/off switch)
- 12" lowered floor (stainless steel)
- Both front seats removable
- Color-keyed carpeting
- Automatic OEM load-leveling air suspension or OEM spring suspension
- 56" sliding door height (left & right)
- 54" fold-out, power ramp
- Q'Straint wheelchair restraint track right front & center location
- (1) set Q'Straint stem
- EZ Lock power supply
- EZ Lock plate mounting capability (driver & passenger side)
- Modification of OEM rear heat/air
- Magnetic entry system (rear tail light)
- Side ground effects
- OEM remote control modification
- Transmission/door Interlock

AmeriVan

Your ElDorado National Amerivan Dealer

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1/04

ElDorado National
a THOR company

www.amerivans.com • 1655 Wall Street, Salina, KS 67401 • Phone 785-827-1033 • Fax 785-493-2037

For complete information call 866-392-6300

Tab 2

Manufacturer Experience References

ELDORADO MOBILITY REV GROUP AMERI

401 Capacity Drive
Longview, Texas 75604

Phone: 866-392-6300
Fax: 785-493-2037

TO: To Whom It May Concern,

ElDorado Mobility will take a new or slightly used Chrysler/Dodge mini-van, remove the OEM floor structure and replace it with a lowered floor and install a ramp on the right/curb side making the vehicle wheelchair accessible.

RE: Letter of References for Amerivans

Access Services
P.O. Box 17684
Los Angeles, CA 90071
Contact: Rick Streiff
Phone: 213-270-6000
April 2016 to present
Last order of 135 units completed November of 2016

State of Mississippi
401 North West Street RM 1068
Jackson, Mississippi 39201-1091
Contact: Larry Brown
Phone: 601-359-7300
September 2015 to present
50 units during time frame, last units completed June 2017

State of Wyoming
5300 Bishop Blvd. Planning Building, Room 215
Cheyenne, Wyoming 82009
Contact: Cynthia A. Johnson

Phone: 307-765-4488

State of Pennsylvania
6th Floor I 555 Walnut Street Forum Place
Harrisburg, Pennsylvania 17101
Contact: Alfonzo Robinson
Phone: 717-346-8181

State of Michigan/DTMB-Procurement
525 West Allegan
1st Floor NE
P.O. Box 30026
Lansing, Michigan 48909
Contact: Amy Nobach
Phone: 517-335-3282
DTMB Phone: 1-855-647-8724

State of Tennessee/General Services
312 Rosa L Parks Ave.
3rd floor
Nashville, Tennessee 37243
Contact: Jerry Roache
Phone: 615-253-1038
August 2014 to present
20 orders per year, last delivered July 2017

State of South Carolina/Capital Center Building
1201 Main Street, Suite 600
P.O. Box 101103
Columbia, South Carolina 29201
Contact: Sheila O. Willis, CPPB
Phone: 803-737-4417
May 2015 to present
15 orders per year last delivered July 2017

All the above contracts are for FTA Funded units for Public Transportation

REFERENCES FOR THE AMERIVAN PRODUCT

1. Golden Crescent Regional Planning Commission
   1908 Laurent, Suite 600
   Victoria, TX 77901
   Date of Delivery: December 27, 2016
   Item Delivered: Eldorado Amerivan Chrysler
   Completion Time: 90- 120 days

   Linda Salazar-Ybarbo
   Transportation Program Coordinator
   361-578-1587 Ext. 221
   linday@gcrpc.org
   FTA Funded - yes

2. Brazos Transit District
   1759 N. Earl Rudder Freeway
   Bryan, TX 77803
   Date of Delivery: January 21, 2015
   Item Delivered: Eldorado Amerivan Chrysler
   Completion Time: 90 – 120 days

   Bill Coulter
   V. P. of Operations and Maintenance
   979-778-0607
   bill@btd.org
   FTA Funded – yes

3. Southwest Area Regional Transportation
   713 East Main St.
   Uvalde, TX 78802
   Delivery Date: April 20, 2015
   Item Delivered: Eldorado Amerivan Chrysler
   Completion Time: 90-120 days

   Sarah Hidalgo-Cook, CCTM
   General Manager
   830-278-4155 Ext. 3009
   scook@paseoswart.org
   FTA Funded: yes

REFERENCES FOR THE SUNSET VAN

Diamond Healthcare
519 Tall Pines Dr.
Magnolia, TX 77354
Date of Delivery: April 28, 2016
Item Delivered: SunSet Transit Van
Completion Time: 90 – 120 days
Kathy Fox
Director of Transportation
281-547-6029
kfox@diamondhealth.com
FTA Funded: no

TIRR Memorial Hermann Hospital
1333 Moursund
Houston, TX 77030
Date of Delivery: December, 16, 2016
Item Delivered: SunSet Transit Van
Completion Time: 90 – 120 days
713-797-5797
FTA Funded: no

Valley Rescara Palm
2800 FM 802
Brownsville, TX 78526
956-542-3330
Date of Delivery: February 11, 2016
Item Delivered: SunSet Transit Van
Completion Time: 90 – 120 days
956-242-3330
FTA Funded: no

REFERENCES FOR THE AEROTECH PRODUCT

1. Golden Crescent Regional Planning Commission
   1908 Laurent, Suite 600
   Victoria, TX 77901
   Date of Delivery: July 17, 2017
   Item Delivered: Eldorado Aerotech 200, and 240 models
   Completion Time: 90- 120 days

   Linda Salazar-Ybarbo
   Transportation Program Coordinator
   361-578-1587 Ext. 221
   linday@gcrpc.org
   FTA Funded - yes

2. Brazos Transit District
   1759 N. Earl Rudder Freeway
   Bryan, TX 77803
   Date of Delivery: July 2017
   Item Delivered: Eldorado Aerotech 240 model and Aerolite 210
   Completion Time: 90 days
   Bill Coulter
   V. P. of Operations and Maintenance
   979-778-0607
   bill@btd.org
   FTA Funded – yes

3. Colorado Valley Transit
   P.O. Box 940
   Columbus, TX 78934
   Date of Delivery: March 15, 2017
   Item Delivered: Eldorado Aerotech 240 model
   Completion Time: 90 – 120 days
   Vastene Olier
   Executive Director
   800-543-1068 Ext. 206
   volier@gotransit.org
   FTA Funded: yes

REFERENCES FOR THE AEROELITE PRODUCT

1. City of Galveston
   3115 Market St.
   Galveston, TX 77550
   Date Delivered: May 26, 2015
   Item Delivered: Eldorado AeroElite 320
   Completion Time: 90- 120 days

   Daniel Gonzales
   Maintenance and Parts Director
   409-797-3902
   GonzalesDan@cityofGalveston.org
   FTA Funded - yes

2. Harris County Precinct 2
   8103 Wade Road
   Baytown, TX 77521
   Date of Delivery: September 17, 2013
   Item Delivered: Eldorado AeroElite
   Completion Time: 120 days
   Mark Rios
   Motor Vehicle Superintendent
   713-274-2354
   Mark.Rios@pct2.hctx.net
   FTA Funded – no

3. Colorado Valley Transit
   P.O. Box 940
   Columbus, TX 78934
   Date of Delivery: April 10, 2015
   Item Delivered: Eldorado AeroElite 320
   Completion Time: 90 – 120 days
   Vastene Olier
   Executive Director
   800-543-1068 Ext. 206
   volier@gotransit.org
   FTA Funded: yes

WORLD TRANS
REV GROUP

WORLD TRANS REFERENCES

Name:	Schetky Northwest Sales
Contact:	David Schetky- davids@schetkynw.com
Phone:	503-287-4141
Contract Description:	10-bus build for national retirement community, delivered 2017 E450 158" wheelbase, 22' model, 12+2 layout, Non FTA contract Completion time 90-120 days

Name:	Rohrer Bus Sales
Contact:	David Clawson- dclawson@rohrerbus.com
Phone:	540-729-3761
Contract Description:	10 Demo units, Non FTA contract, delivered in 2017 E350 158" wheelbase, 22' model, 40" entry door, luggage rack Completion time 120 days

Name:	TESCO – Transportation Equipment Sales Corp.
Contact:	Ross Graham-rgraham@tescobus.com
Phone:	800-227-3572
Contract Description:	10-bus build, FTA funded contract delivered 2016 E350 158" wheelbase, 24' model, 12+2 layout Completion time 150 days

785.827.1033
1655 Wall Street
Salina, KS 67401
www.WorldTransBus.com

CHAMPION BUS

New Jersey Transit – S2C DF
Delivered in October 2014 and May, 2017
Irene Felcon
Principal Engineer
NJ Transit
One Penn Plaza East
Newark NJ 07105

FDOT – 13 DF between 2013 and 2017
Erin K. Schepers
FL TRIPS Manager
Florida Department of Transportation – Transit Office
605 Suwannee Street, MS-26
Tallahassee, FL 32399
P. 850-414-4526

Andrew Murphy
Capital Metro, Austin Tx. – 2 DF in 2015; 4 currently on order.
Manager, Maintenance Projects and Standards
512-389-7566 office
512-638-2266 cell

Texas Bus Sales

REFERENCE LIST

Alamo Area Council of Governments
8700 Tesoro Dr., Suite 700
San Antonio, TX 78217
(210) 362-5238 phone
(210) 225-5937 fax
CONTACT: Diane Rath

2014-2016:
Qty. 11 transit buses

Brazos Transit District
1759 E Earl Rudder Freeway
Bryan, TX 77803
(979) 778-0607 phone
(979) 778-2042 fax
CONTACT: Bill Coulter

2014-2016:
Qty. 31 transit buses

City of Galveston
3115 Market St
Galveston, TX 77550
(409) 797-3574 phone
(409) 797-3561 fax
CONTACT: Michael Worthy

2014-2016:
Qty. 10 transit buses

City of San Antonio
9453 Airport Blvd.
San Antonio, TX 78216
(210) 207-1692 phone
(210) 207-3500 fax
CONTACT: Sonny Muniz

2014-2016:
Qty. 7 transit buses

Colorado Valley Transit
108 Cardinal Lane
Columbus, TX 78934
(979) 732-6281 phone
(979) 732-6283 fax
CONTACT: Claudia Wicks

2014-2016:
Qty. 10 transit buses

Golden Crescent Regional Planning Commission
568 Big Bend Lane
Victoria, TX 77904
(361) 578-1587 phone
(361) 578-8865 fax
CONTACT: Linda Ybarbo

2014-2016:
Qty. 13 transit buses

Tab 3

Product Design & Performance

Tab 4

Pricing

Required Forms

ATTACHMENT A

WARRANTY CERTIFICATION

The name and address of the Texas servicing dealer nearest the FOB point that will perform the warranty work for the chassis:

FIRM NAME Texas Bus Sales, Inc.	
FIRM ADDRESS 1605 West 34th St. Houston TX 77018	
FIRM TELEPHONE (713) 681-3600	
PRINT BIDDER'S NAME Dianne Ledet	BIDDER'S SIGNATURE Dianne Ledet
NAME OF INDIVIDUAL TO CONTACT FOR WARRANTY Laurie Rickaway	

The agency may contact the vendor below for assistance in warranty administration.

FIRM NAME OF BIDDER Texas Bus Sales, Inc.
ADDRESS 1605 West 34th St. Houston TX 77018
TELEPHONE (713) 681-3600
BIDDER'S SIGNATURE Dianne Ledet
PRINT BIDDER'S NAME Dianne Ledet
DATE 07-31-17

ATTACHMENT B

TRANSIT VEHICLE MANUFACTURERS CERTIFICATION OF COMPLIANCE WITH 49 CFR PART 26.49

This procurement is subject to the provisions of 49 CFR, Part 26.49. Accordingly, as a condition of permission to propose, the following certification must be completed and submitted with the RFP along **with a current copy of the manufacturer's TVM DBE Goal Concurrence/Certification Letter from FTA**.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

_____, a TVM, hereby certifies that it has complied with
(Name of Manufacturer)

the requirements of 49 CFR Part 26.49 by submitting a current DBE goal to FTA. The goals apply to Federal Fiscal Year ____, October 1, ____ to September 30, ____ and have been approved or not disapproved by FTA.

OR

_____, hereby certifies that the Manufacturer of the transit vehicle to
(Name of Dealer/Distributor)

be supplied, _____, has complied with the above-referenced
(Name of Manufacturer)

requirement of 49 CFR Part 26.49.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

WORLD TRANS
REV GROUP

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION OF COMPLIANCE WITH SUBPART D, PART 26

This procurement is subject to the provisions of Section 26.49 of 49 CFR Part 26. Accordingly, as a condition of permission to bid, the following certification must be completed and submitted with the bid. A bid which does not include the certification will not be considered.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

World Trans (*Name of Firm*), a TVM, hereby certifies that it has complied with the requirements of Section 26.49 of 49 CFR Part 26 by submitting a current annual DBE Goal to FTA. The goals apply to fiscal year 2017 (October 1, 2016 to September 30, 2017) and have been approved or not disapproved by FTA.

_____ (*Name of Firm*), hereby certifies that the manufacturer of the transit vehicle to be supplied _____ (*Name of Manufacturer*) has complied with the above referenced requirement of Section 26.49 of 49 CFR Part 26.

Signature: Darrin Hendrixson Date: 07-31-17

Darrin Hendrixson

Title: World Trans Brand Manager

Firm: World Trans

Telephone No: (785) 827-1033 ext. 187

785.827.1033
1655 Wall Street
Salina, KS 67401
www.WorldTransBus.com

ELDORADO
REV GROUP

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION OF COMPLIANCE WITH SUBPART D, PART 26

This procurement is subject to the provisions of Section 26.49 of 49 CFR Part 26. Accordingly, as a condition of permission to bid, the following certification must be completed and submitted with the bid. A bid which does not include the certification will not be considered.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

ElDorado, a TVM, hereby certifies that it has complied with the requirements of Section 26.49 of 49 CFR Part 26 by submitting a current annual DBE Goal to FTA. The goals apply to fiscal year 2017 (October 1, 2016 to September 30, 2017) and have been approved or not disapproved by FTA.

(Name of Firm)

_____, hereby certifies that the manufacturer of the transit vehicle to be supplied _____ has complied with the above referenced requirement of Section 26.49 of 49 CFR Part 26.

(Name of Firm)

(Name of Manufacturer)

Signature: Darrin Hendrixson Date: 07-31-17

Title: ElDorado Brand Manager

Firm: ElDorado

Telephone No: (785) 827-1033 Fax No: (785) 823-9471

ELDORADO
REV GROUP

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION OF COMPLIANCE WITH SUBPART D, PART 26

This procurement is subject to the provisions of Section 26.49 of 49 CFR Part 26. Accordingly, as a condition of permission to bid, the following certification must be completed and submitted with the bid. A bid which does not include the certification will not be considered.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

ElDorado, *(Name of Firm)*, a TVM, hereby certifies that it has complied with the requirements of Section 26.49 of 49 CFR Part 26 by submitting a current annual DBE Goal to FTA. The goals apply to fiscal year 2017 (October 1, 2016 to September 30, 2017) and have been approved or not disapproved by FTA.

_____, *(Name of Firm)*, hereby certifies that the manufacturer of the transit vehicle to be supplied _____ *(Name of Manufacturer)* has complied with the above referenced requirement of Section 26.49 of 49 CFR Part 26.

Signature: Darrin Hendrixson Date: 07-31-17

Darrin Hendrixson

Title: ElDorado Brand Manager

Firm: ElDorado

Telephone No: (785) 827-1033 Fax No: (785) 823-9471

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldorado-bus.com

ATTACHMENT C

PRE-AWARD and POST DELIVERY AUDIT REQUIREMENTS CERTIFICATION

Pre-Award and Post-Delivery Audit Requirements - The Proposer agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

1. Buy America Requirements: The Proposer shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If the Proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. (Attachment D)

2. Solicitation Specification Requirements: The Proposer shall submit evidence that it will be capable of meeting the RFP specifications. (Attachment E)

3. Federal Motor Vehicle Safety Standards (FMVSS): The Proposer shall submit 1) manufacturer's FMVSS self-certification that the vehicle(s) comply with all applicable FMVSS or 2) manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations. (Attachment F)

SIGNATURE Dianne Ledet

NAME Dianne Ledet

TITLE Corporate Secretary

COMPANY Texas Bus Sales, Inc.

DATE 07-31-17

ATTACHMENT D

CERTIFICATE OF COMPLIANCE
WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C), Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations at 49 C.F.R. Part 661.11.

The Proposer must submit with this RFP documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

OR

CERTIFICATE OF NON-COMPLIANCE
WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, but may qualify for an exception to the requirements consistent with 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D), Sections 165(b)(2) or (b)(4) of the Surface Transportation Assistance Act, as amended, and regulations in 49 C.F.R. 661.7.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

BIDDER'S CERTIFICATION OF "BUY AMERICAN" COMPLIANCE

The contractor agrees to comply with 49 U.S.C. 5323(j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR.7 and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by: General Motors microcomputer equipment, software, and small purchases (currently less than $100,000) made with capital, operating or planning funds. Separate requirements for rolling stock are set out at 5323(j)(2)(c) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured that supports the information provided below.

COMPONENT COST	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF VEHICLE
Engine	CHR		Total on Chrysler chassis is 60%
Transmission	CHR		
Front Axle Assemblies	CHR		
Rear Axle Assemblies	CHR		
Drive Shaft Assemblies	CHR		
Front Suspension Assemblies	CHR		
Rear Suspension Assemblies	CHR		
Air Compressor and Pneumatic Systems	ENC	USA	1%
Generator/Alternator and Electric Systems	CHR		
Steering System Assemblies	CHR		
Assemblies			
Air Conditioning Evaporator/Condenser Assemblies	CHR		
Heating Systems	CHR		
Passenger Seats	CHR/ENC	USA	1%
Driver's Seat Assemblies	CHR/ENC	USA	1%
Window Assemblies	CHR	USA	
Entrance and Exit Door Assemblies	CHR/ENC	USA	1%

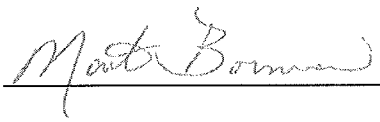
Door Control Assemblies	CHR		
Interior Lighting Assemblies	CHR		
Front and Rear End Cap Assemblies	N/A		
Front and Rear Bumper Assemblies	CHR		
Structural Steel Tubing	N/A		
Aluminum Extrusions	N/A		
Steel or Fiberglass Exterior Panels	ENC	USA	2%
Interior Trim	CHR/ENC	USA	3%
Flooring	ENC	USA	20%
Floor Covering	Altro		
Ramp	P	USA	4%

CHR= Chrysler
ENC= ElDorado Mobility
P= Pro-Fab

BUY AMERICA COMPLIANCE

Certification of Compliance with 49 U.S.C. 5323 (j)(2)(C)

The bidder hereby certifies that it complies with the Buy America requirements of 49 U.S.C. 5323(j)(2)(c) and the regulations set forth in 49 CFR Part 661.

BY:  Monte Borman

TITLE: Director of Commercial Sales/Mobility

MANUFACTURER: ElDorado Mobility

DATE: 7-11-2017

Certification of Non-Compliance with 49 U.S.C. 5323(j)(2)(c)

The bidder hereby certifies that it cannot comply with the Buy American requirements of 49 U.S.C. 5323(j)(2)(c) but may qualify for an exception pursuant to U.S.C. 5323(j)(2)(b) or (j)(2)(d) and the regulations set forth in 49 CFR Part 661.7.

BY: _____

TITLE: _____

MANUFACTURER: _____

DATE: _____

BIDDER'S CERTIFICATION OF "BUY AMERICA" COMPLIANCE (continued)

BUY AMERICA COMPLIANCE / CONVERSION ONLY

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

Location of final assembly point is: **401 Capacity Drive**
Longview, Texas 75604

Description of activities attached.

Remove OEM Floor
Install 14" Lowered Stainless steel floor
Modify OEM Sliding doors to accommodate 14" lowered floor
Install Transit flooring
Install "L" Track for wheelchair Positions (2)
Install Manual swing-a-way ramp
Modify OEM Air conditioning and heat to accommodate lowered floor

BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

ELDORADO AEROELITE 290
FOR
Fort Bend County 24551

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	28.1532%
*Base Body	ElDorado	US	16.1034%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.5641%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	3.4221%
*Heating systems	ProAir, LLC	US	0.4910%
*Passenger seats	Freedman Seating	US	4.0305%
*Flip Seats	Freedman Seating	US	1.8841%
*Driver's seat assemblies	N/A		0.0000%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.0625%
Lift Door	ElDorado	US	1.3094%
Exit Door	ElDorado	US	0.7159%
*Door control assemblies	A & M Systems	US	1.3693%
*Front and rear bumper	N/A		0.0000%
assemblies	Romeo RIM, Inc	US	0.5529%
*Suspension	MORryde	US	0.8596%
*Lift Assembly	Ricon	US	4.0893%
*Restraints	Q'Straint	US	0.8721%
*Hatch	Safefleet Solutions	US	0.2749%
*Fare Box	Diamond Manufacturing	US	1.3406%
*Bike Rack	Sportsworks	US	1.5424%
*Mirrors	Rosco	US	0.7109%
	TOTAL		**68.3479%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY	**$50,668.00**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

ELDORADO AEROELITE 270
FOR
Fort Bend County 24553

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	28.4926%
*Base Body	ElDorado	US	16.2274%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.5709%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	3.4633%
*Heating systems	ProAir, LLC	US	0.4969%
*Passenger seats	Freedman Seating	US	3.6265%
*Flip Seats	Freedman Seating	US	1.9068%
*Driver's seat assemblies	N/A		0.0000%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.0632%
Lift Door	ElDorado	US	1.3251%
Exit Door	ElDorado	US	0.7245%
*Door control assemblies	A & M Systems	US	1.3858%
*Front and rear bumper	N/A		0.0000%
assemblies	Romeo RIM, Inc	US	0.5595%
*Suspension	MORryde	US	0.8699%
*Lift Assembly	Ricon	US	4.1386%
*Restraints	Q'Straint	US	0.8826%
*Hatch	Safefleet Solutions	US	0.2782%
*Fare Box	Diamond Manufacturing	US	1.3568%
*Bike Rack	Sportsworks	US	1.5610%
*Mirrors	Rosco	US	0.7195%
	TOTAL		**68.6491%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY **$49,588.00**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

ELDORADO
REV GROUP

BUY AMERICA PROGRAM
STEEL & MANUFACTURED PRODUCTS – ADDITIONAL CERTIFICATION

In accordance with Section 165 of the Surface Transportation Act of 1982, PL 97-424, January 6, 1983, as amended, ElDorado agrees that all steel, cement and manufactured products utilized on this FTA assisted project must be produced in the United States. Exceptions to the above may only be granted upon a Secretarial determination:

1. That their application would be inconsistent with the public interest;

2. That such materials and products are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality;

3. In the case of the procurement of bus and other rolling stock (including train control, communication and traction power equipment) under the Federal Mass Transportation Act of 1964, that (a) the cost of components which are produced in the United States is more than 60% of the cost of all components of the vehicle or equipment described in this paragraph, and (b) final assembly of the vehicle or equipment described in this paragraph has taken place in the United States;

4. That inclusion of domestic material will increase the cost of the overall project contract by more than 10% in the case of projects for the acquisition of rolling stock, and 25% in the case of all other projects.

The Manufacturer hereby certifies that with the exception of items listed above, steel and manufactured products to be incorporated into this project have been produced in the United States.

Darrin Hendrixson
ElDorado Brand Manager

Date

BUY AMERICA CERTIFICATION

Company Name: ElDorado

Address: 1655 Wall Street
Salina, KS 67401

Phone #: 785-827-1033 **email:** gary.gragg@eldorado-bus.com

The above named supplier does hereby certify that **at least 60 percent** of the cost of the components supplied To ElDorado, in support of the manufacture of its transit buses, is of domestic (U.S.) origin.

As defined under the Buy America Requirement: Final Rule, 49 CFR Part 661.11, the cost includes the cost of labor, material, allowance for profit, and the administrative and overhead cost attributable to those components under normal accounting principles.

I. **COMPONENTS**
Subcomponent
Fiberglass shell, windows, steel sub-frame, electrical wiring and systems, interior paneling, flooring, floor covering and seats

II. **TOTAL COST/PERCENT:** 60%

III. **LOCATION OF FINAL ASSEMBLY:** Salina, KS

IV. **AUTHORIZING SIGNATURE:** _____ **DATE:** 4/14/16

PRINTED NAME: Gary Gragg **TITLE:** Controller

Please fax or email the completed form to ElDorado • Attention: Jennie Graham
Phone#: 785-827-1033 ext. 158 • Fax#: 785-823-9471 • Email: jennie.graham@eldorado-bus.com
Thank you for your response.

BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

WORLD TRANS WWE26R
FOR
Fort Bend County (24513)

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	24.5156%
*Base Body	ElDorado	US	16.6044%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.6132%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	3.5044%
*Heating systems	ProAir, LLC	US	0.6595%
*Passenger seats	Freedman Seating	US	3.2795%
*Flip Seats	Freedman Seating	US	1.5707%
*Driver's seat assemblies	Ford Motor Co	US	0.3468%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.0812%
Lift Door	Lippert	US	0.8503%
Exit Door	Lippert	US	0.8260%
*Door control assemblies	A & M Systems	US	1.4741%
*Front and rear bumper	Ford Motor Co	Incl'd in Chassis Price	0.0000%
assemblies	Rome RIM, Inc	US	0.9445%
*Suspension	MORryde	US	0.9486%
*Lift Assembly	Ricon	US	4.9980%
*Restraints	Q'Straint	US	1.3433%
*Fare Box	Diamond Manufacturing, Inc	US	1.6462%
*Hatch	Safefleet Solutions	US	0.3720%
*Back-up System	Echovision	US	0.5328%
*Electrical	Precisionsworks	US	0.7853%
*Mirrors	Rosco	US	0.9843%
	TOTAL		**66.8805%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY **$40,780.00**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

ELDORADO AEROTECH 240
FOR
Fort Bend County (24527)

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	32.8295%
*Base Body	ElDorado	US	23.5492%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.8041%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	4.6934%
*Heating systems	ProAir, LLC	US	0.8371%
*Passenger seats	Freedman Seating	US	4.8266%
*Flip Seats	Freedman Seating	US	1.6060%
*Driver's seat assemblies	N/A		0.0000%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.1065%
Lift Door	ElDorado	US	2.0629%
Exit Door	ElDorado	US	1.2205%
*Door control assemblies	A & M Systems	US	1.9138%
*Front and rear bumper	N/A		0.0000%
assemblies	Romeo RIM, Inc	US	0.9319%
*Suspension	MORryde	US	1.1438%
*Lift Assembly	Ricon	US	6.9715%
*Restraints	Q'Straint	US	1.4867%
*Hatch	Safefleet Solutions	US	0.4686%
	TOTAL		**85.4520%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY **$13,660.15**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

WORLD TRANS
REV GROUP

BUY AMERICA PROGRAM

STEEL & MANUFACTURED PRODUCTS – ADDITIONAL CERTIFICATION

In accordance with Section 165 of the Surface Transportation Act of 1982, PL 97-424, January 6, 1983, as amended, World Trans agrees that all steel, cement and manufactured products utilized on this FTA assisted project must be produced in the United States. Exceptions to the above may only be granted upon a Secretarial determination:

1. That their application would be inconsistent with the public interest;

2. That such materials and products are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality;

3. In the case of the procurement of bus and other rolling stock (including train control, communication and traction power equipment) under the Federal Mass Transportation Act of 1964, that (a) the cost of components which are produced in the United States is more than 60% of the cost of all components of the vehicle or equipment described in this paragraph, and (b) final assembly of the vehicle or equipment described in this paragraph has taken place in the United States;

4. That inclusion of domestic material will increase the cost of the overall project contract by more than 10% in the case of projects for the acquisition of rolling stock, and 25% in the case of all other projects.

The Manufacturer hereby certifies that with the exception of items listed above, steel and manufactured products to be incorporated into this project have been produced in the United States.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

785.827.1033
1655 Wall Street
Salina, KS 67401
www.WorldTransBus.com

ELDORADO
REV GROUP

FMVSS CERTIFICATION

ElDorado, as a final-stage manufacturer of incomplete motor vehicles, hereby certifies that ElDorado buses are manufactured in compliance with all Federal Motor Vehicle Safety Standards (FMVSS) as required in Parts 567 and 568 of Title 49, Code of Federal Regulations.

Part 568 of title 49, Code of Federal Regulations requires the incomplete vehicle manufacturer to specify the Gross Vehicle Weight Rating (GVWR) of the total.

The above regulations require, among other things, that each complete motor vehicle have a permanently affixed label certifying that such vehicle conformed with all applicable FMVSS on the stated date of manufacture.

All vehicles completed by ElDorado have affixed the required certification labels when the vehicle leaves the assembly plant. This certification label on a completed vehicle specifies the Gross Vehicle Weight Rating (GVWR) of the total vehicle as required.

Darrin Hendrixson
ElDorado Brand Manager

07-31-17
Date

ELDORADO

REV GROUP

FMVSS
APPROVALS AND CERTIFICATIONS

The following is a listing of various safety requirements, testing, and general performance data pertaining to ElDorado products and related components.

From Title 49, Code of Federal Regulations, Section 571, the following is a listing of the Federal Motor Vehicle Safety Standards (FMVSS) which all ElDorado products either meet or exceed:

FMVSS NO.	DESCRIPTION
100	**SERIES - ACCIDENT PREVENTION**
101	Controls Location & Identification
102	Transmission Shift Lever Sequence
103	Windshield Defrosting & Defogging
104	Windshield Wiping & Washing System
105	Hydraulic Brake System
106	Brake Hoses
108	Lights and Reflectors
111	Rear View Mirrors
113	Hood Latch System
116	Hydraulic Brake Fluids
119	New Pneumatic Tires
120	Tire Selection & Wheels for Buses
124	Accelerator Control Systems
200	**SERIES - INJURY PREVENTION**
204	Steering System Rearward Movement
205	Glazing Materials (window glass)
206	Door Lock & Door Retention Components
207	Anchorage of Seats
208	Occupant Restraints
209	Seat Belt Assemblies
210	Seat Belt Assembly Anchorages
217	Bus Window Strength & Emergency Release
220	School Bus Rollover Protection *
225	Child Safety Restraint

300	**SERIES - POST ACCIDENT PROTECTION**
302	Flammability of Interior Materials
400	**SERIES - OBJECTIVE SAFETY REQUIREMENTS**
403	Platform Lift Systems for Motor Vehicles
404	Platform Lift Installations in Motor Vehicles

*Not required. However, all ElDorado products have been tested and meet or exceed.

Darrin Hendrixson
ElDorado Brand Manager

07-31-17
Date

WORLD TRANS
REV GROUP

FMVSS
APPROVALS AND CERTIFICATIONS

The following is a listing of various safety requirements, testing, and general performance data pertaining to World Trans products and related components.

From Title 49, Code of Federal Regulations, Section 571, the following is a listing of the Federal Motor Vehicle Safety Standards (FMVSS) which all World Trans products either meet or exceed:

FMVSS NO.	DESCRIPTION
100	**SERIES - ACCIDENT PREVENTION**
101	Controls Location & Identification
102	Transmission Shift Lever Sequence
103	Windshield Defrosting & Defogging
104	Windshield Wiping & Washing System
105	Hydraulic Brake System
106	Brake Hoses
108	Lights and Reflectors
111	Rear View Mirrors
113	Hood Latch System
116	Hydraulic Brake Fluids
119	New Pneumatic Tires
120	Tire Selection & Wheels for Buses
124	Accelerator Control Systems
200	**SERIES - INJURY PREVENTION**
204	Steering System Rearward Movement
205	Glazing Materials (window glass)
206	Door Lock & Door Retention Components
207	Anchorage of Seats
208	Occupant Restraints
209	Seat Belt Assemblies
210	Seat Belt Assembly Anchorages
217	Bus Window Strength & Emergency Release
220	School Bus Rollover Protection *
225	Child Safety Restraint

785.827.1033
1655 Wall Street
Salina, KS 67401
www.WorldTransBus.com

300	**SERIES - POST ACCIDENT PROTECTION**
302	Flammability of Interior Materials
400	**SERIES - OBJECTIVE SAFETY REQUIREMENTS**
403	Platform Lift Systems for Motor Vehicles
404	Platform Lift Installations in Motor Vehicles

*Not required. However, all World Trans products have been tested and meet or exceed.

Darrin Hendrixson

07-31-17
Date

785.827.1033
1655 Wall Street
Salina, KS 67401
www.WorldTransBus.com

ELDORADO MOBILITY REV GROUP

ElDorado Mobility

Amerivan - Chrysler / Dodge - 2017

Date: 28 Dec 2014 Rev: _____ By: Greg Larsen
Engineering, Standard Compliance

F/CMVSS Number	Title	Level of compliance Discussion of results of review	Required documentation Method of demonstrating compliance
101	**Location and Identification of Controls and Displays**	The vehicle meets F/CMVSS 101 requirements.	No alterations are made to the OEM controls and displays as provided by the vehicle manufacturer. OEM pass through.
102	**Transmission Control Functions**	The vehicle meets F/CMVSS 102 requirements.	No alterations are made to the OEM transmission control system as provided by the vehicle manufacturer. OEM pass through.
103	**Windshield Defrosting and Defogging**	The vehicle meets F/CMVSS 103 requirements.	No alterations are made to the OEM defrosting and defogging system as provided by the vehicle manufacturer. OEM pass through.
104	**Windshield Wiping and Washing System**	The vehicle meets F/CMVSS 104 requirements.	No alterations are made to the OEM windshield wiping and washing system as provided by the vehicle manufacturer. OEM pass through.
106	**Brake Hoses**	The vehicle meets F/CMVSS 106 requirements.	No alterations are made to the OEM brake hoses as provided by the vehicle manufacturer. OEM pass through.
108	**Lighting Systems and Retroreflective Devices**	The vehicle meets CMVSS 108 requirements.	No alterations are made to the OEM required exterior lighting equipment as provided by the vehicle manufacturer. OEM pass through.
110	**Tire Selection and Rims for Vehicles Under 4536 Kilograms GVWR**	The vehicle meets F/CMVSS 120 requirements.	No changes are made to OEM wheels or tires. Tires are returned to the original location on the vehicle after vehicle alteration is complete.
111	**Mirrors**	The vehicle meets F/CMVSS 111 requirements.	No alterations are made to the OEM rear view mirrors as provided by the vehicle manufacturer. OEM pass through.
113	**Hood Latch System**	The vehicle meets F/CMVSS 113 requirements.	No alterations are made to the OEM hood latch system as provided by the vehicle manufacturer. OEM pass through.
114	**Theft Protection**	The vehicle meets F/CMVSS 114 requirements.	No alterations are made to the OEM theft protection system as provided by the vehicle manufacturer. OEM pass through.

F/CMVSS Number	Title	Level of compliance Discussion of results of review	Required documentation Method of demonstrating compliance
115	**Vehicle Identification Number**	The vehicle meets CMVSS 115 requirements.	The Vehicle Identification Number (VIN) provided by the OEM is not removed or altered in any way.
116	**Motor Vehicle Brake Fluids**	The vehicle meets F/CMVSS 116 requirements.	No alterations are made to the OEM brake fluid. Added fluid is DOT 3 and is dispensed from a clean container.
118	**Power Operated Window, Partition and Roof Panel Systems**	The vehicle meets F/CMVSS 118 requirements.	No alterations are made to the OEM power operated window, partition, or roof panel systems as provided by the OEM manufacturer. OEM pass through.
124	**Accelerator control systems**	The vehicle meets F/CMVSS 124 requirements.	No alterations are made to the OEM accelerator control system as provided by the vehicle manufacturer. OEM pass through.
126	**Electronic Stability Control**	The Vehicle meets F/CMVSS 126 requirements	No alterations are made to the electronic stability control system as provided by the vehicle manufacturer. OEM pass through.
135	**Hydraulic and Electric Brake Systems**	The vehicle meets F/CMVSS 135 requirements.	No alterations are made to the OEM hydraulic brake system as provided by the vehicle manufacturer. OEM pass through.
201	**Occupant Protection**	The vehicle meets F/CMVSS 201 requirements.	No alterations are made to the OEM occupant protection system as provided by the vehicle manufacturer in the target area. OEM pass through.
202	**Head Restraints**	The vehicle meets F/CMVSS 202 requirements.	No alterations are made to the OEM Head restraint system as provided by the vehicle manufacturer. OEM pass through.
203	**Driver Impact Protection**	The vehicle meets F/CMVSS 203 requirements.	No alterations are made to the OEM driver impact protection system as provided by the vehicle manufacturer. OEM pass through.
204	**Steering Control Rearward Displacement**	The vehicle meets F/CMVSS 204 requirements.	Only slight alterations are made to the OEM steering control system provided by the vehicle manufacturer. Tests conducted have demonstrated successful completion of Standard 204.
205	**Glazing Materials**	The vehicle meets F/CMVSS 205 requirements.	No alterations are made to the OEM glazing as provided by the vehicle manufacturer. OEM pass through.
206	**Door locks and door retention Components**	The vehicle meets F/CMVSS 206 requirements.	No alterations are made to the OEM door locks or door retention components supplied by the vehicle manufacturer. OEM pass through.
207	**Seating Systems**	The vehicle meets F/CMVSS 207 requirements.	No alterations are made to the OEM seats. Front seats are remounted in the original position on a pedestal. Rear seats are re-mounted using ENC mounts. Tests conducted have demonstrated successful completion of Standard 207.
208	**Occupant Restraint Systems in Frontal Impact**	The vehicle meets F/CMVSS 208 requirements.	No alterations are made to the OEM seat belt systems as provided by the vehicle manufacturer. OEM pass through.

F/CMVSS Number	Title	Level of compliance Discussion of results of review	Required documentation Method of demonstrating compliance
209	**Seat Belt Assemblies**	The vehicle meets F/CMVSS 209 requirements.	No alterations are made to the OEM seat belts as supplied by the vehicle manufacturer. OEM pass through.
210	**Seat Belt Anchorages**	The vehicle meets F/CMVSS 210 requirements.	Front seats are re-mounted to their original OEM positions, and mounted on pedestals. Tests conducted have demonstrated successful completion of Standard 210.
212	**Windshield Mounting**	The vehicle meets F/CMVSS 212 requirements	No alterations were made to the OEM windshield mounting system provided by the manufacturer. Tests conducted have demonstrated successful completion of Standard 212.
213	**Built-In Child Restraint System and Built-In Booster Cushions**	The vehicle meets F/CMVSS (213) 213.4 requirements	No built-in Child Restraint Systems are provided.
214	**Side Impact Protection**	The vehicle meets F/CMVSS 214 requirements	Tests conducted have demonstrated successful completion of Standard 214.
216	**Roof Crush Resistance**	The vehicle meets F/CMVSS 216 requirements	No alterations are made to the OEM roof or vehicle side as provided by the vehicle manufacturer. OEM pass through.
219	**Windshield Zone Intrusion**	The vehicle meets F/CMVSS 219 requirements	No alterations are made that would affect the windshield intrusion zone as supplied by the Manufacturer. Tests conducted have demonstrated successful completion of Standard 219.
301	**Fuel System Integrity**	The vehicle meets F/CMVSS 301 requirements	Tests conducted have demonstrated successful completion of Standard 301.
302	**Flammability of Interior Materials.**	The vehicle meets F/CMVSS 302 requirements.	No alterations are made to the OEM interior materials as provided by the vehicle manufacturer. OEM pass through. Tests conducted on added materials have demonstrated successful completion of Standard 302.
Owner manual		The vehicle is delivered with the original OEM owner's manual, and a supplement manual.	Supplemental owner's manual includes; name, contact numbers and a description of all alterations performed on the vehicle.

VAN_C-FMVSS Amvn-Dodge-Chrysler-VW_2013-1228

Greg Larsen
Engineering, Standard Compliance
ElDorado National-Kansas

July 11th, 2017
Date

1655 Wall Street • P.O. Box 3260 • Salina, KS 67401 • Phone 866-392-6300 • Fax 785-493-2037
Web Page: www.amerivans.com • E-mail: sales@enconline.com

ATTACHMENT E

PROPOSER SELF CERTIFICATION

1.) The Proposer certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that the services rendered will comply with the terms of the solicitation or contract.

2.) The Proposer certifies that it has read all of the RFP, proposal, or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Description of Commodity or Service RFP 17-044

SIGNATURE Dianne Ledet

NAME Dianne Ledet

TITLE Corporate Secretary

COMPANY Texas Bus Sales, Inc.

DATE 07-31-17

ATTACHMENT F

FMVSS (FEDERAL MOTOR VEHICLE SAFETY STANDARDS) CERTIFICATION

All vehicles provided by the vendor must comply with all applicable FMVSS. The Proposer shall submit with this RFP:

1) Manufacturer's self-certification that the vehicle(s) will comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) for each proposed vehicle model

or

2) Manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations.

SIGNATURE Dianne Ledet

NAME Dianne Ledet

TITLE Corporate Secretary

COMPANY Texas Bus Sales

DATE 07-31-17

ATTACHMENT G

CERTIFICATION REGARDING LOBBYING

The Proposer certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any persons for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding to 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 for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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 [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (PL 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transactions 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.

[Note: Pursuant to 31 U.S.C. 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 for each such expenditure or failure.]

The Proposer certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Proposer understands and agrees that the provisions of 31 U.S.C. Section A 3801 *et seq.*, apply to this certification and disclosure, if any.

SIGNATURE Dianne Ledet COMPANY Texas Bus Sales, Inc.

NAME & TITLE Dianne Ledet, Corporate Secretary DATE 07-31-17

ATTACHMENT H

CERTIFICATION REGARDING GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Proposer is required to verify that none of the contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The Proposer is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its RFP or proposal, the proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by Ft Bend County (agency name). If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to Ft Bend County (agency name), the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

DATE 07-31-17

SIGNATURE Dianne Ledet

COMPANY Texas Bus Sales

NAME Dianne Ledet

TITLE Corporate Secretary

ATTACHMENT I

CERTIFICATE OF COMPLIANCE WITH FTA'S BUS TESTING REQUIREMENTS

The Proposer certifies that the vehicle(s) offered in this procurement comply with 49 U.S.C. § 5323(c) and FTA's implementing regulation at 49 CFR Part 665, and any amendments thereto, according to one of the following three alternatives.

(Indicate with an "X" only one of the following statements.)

1. ___ The vehicles offered have been tested in accordance with 49 CFR Part 665. The vehicles being sold should have the identical configuration and major components as the vehicle in the test report(s), which must be submitted with this RFP. If the configuration or components are not identical, the manufacturer shall provide with its RFP a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing.

2. ___ The vehicles offered are a new model, or with a major change in configuration or components to be acquired, and will be tested and the full bus testing report(s) and any applicable partial testing report(s) will be submitted to the Purchaser before final acceptance of the first vehicle .

3. ___ The vehicles offered have been "grandfathered" (has been used in mass transit service in the United States before October 1, 1998, and is currently being produced without a major change in configuration or components), and submits with the RFP the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

The Proposer 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 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.

Funds will not be released until the purchasing agency gets a copy of the bus test (Altoona) reports, as appropriate, per 49 CFR 665.

SIGNATURE Dianne Ledet

NAME Dianne Ledet

TITLE Corporate Secretary

COMPANY Texas Bus Sales

DATE 07-31-17

ATTACHMENT J

Texas Department of Transportation Form PTN-130
Consolidated Certification Form

Consolidated Certification Form

I. GENERAL:
The undersigned vendor certifies to abide by these clauses and include the following clauses in each subcontract financed in whole or in part with Federal Transit Administration (FTA) funds. Vendors are certifying by reference the entire list of FTA FY 2017 Certifications and Assurances, and shall download the same at:
https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/fta-fiscal-year-2017-certifications-and

A. Access to Third Party Contract Records (ALL)
As required by 49 U.S.C. § 5325(g). The VENDOR agrees provide sufficient access to records as needed to assure proper project management and compliance with Federal laws and regulations.

B. Interest of Members of or Delegates to Congress (ALL)
The vendor certifies that no member of or delegate to the Congress of the United States (US) shall be admitted to any share or part of this contract or to any benefit arising therefrom.

C. Prohibited Interest (ALL)
The vendor certifies that no member, officer or employee of the Public Body or of a local public body during his or her tenure or one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

D. Cargo Preference - Use of United States-Flag Vessels (property transported on ocean vessels)
The vendor agrees: a. to use privately owned US -Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for US-Flag commercial vessels; b. to furnish within 20 working days following the date of loading for shipments originating within the US or within 30 working days following the date of loading for shipments originating outside the US, a legible copy of a rated, "on-board" commercial ocean bill-of-lading in English for each shipment of cargo to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading).

E. Energy Conservation (ALL)
The vendor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

F. No Obligation by the Federal Government. (ALL)
The Purchaser and vendor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract).

G. Program Fraud and False or Fraudulent Statements or Related Acts (ALL)
The vendor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S. C. §3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this project. The vendor certifies truthfulness and accuracy of any statement it makes pertaining to the FTA-assisted project. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement, submission or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 as deemed appropriate. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement submission, or certification to the Federal Government relating to the FTA-assisted project, per 49 U.S.C. §5307, the Government reserves the right to impose the penalties of 18 U.S.C. §1001 and 49 U.S.C. §5307(n)(1) on the Contractor, as deemed appropriate.

H. Contract Work Hours (all over 100K)
(1) **Overtime requirements** - No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) **Violation; liability for unpaid wages; liquidated damages** - In the event of any violation of the clause set forth in paragraph (1) of this section, the contractor & any subcontractor responsible therefore shall be liable for unpaid wages and shall be liable to the United States for liquidated damages which shall be computed for each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day that an individual was required / permitted to work over 40 hours in a workweek without payment of overtime wages required by the clause in paragraph (1) of this section.

(3) **Withholding for unpaid wages and liquidated damages** - The purchaser shall upon its own action or upon written request of the Department of Labor (DOL) withhold or cause to be withheld, from any money payable for work performed by the contractor or subcontractor under any contract or other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as set-forth in paragraph (2) of this section.

(4) **Subcontracts** - The contractor or subcontractor shall include the clauses set forth in this section and require the same from subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these clauses.

(5) **Payrolls and basic records** - Payrolls and related basic records shall be maintained by the contractor during the course of the work and preserved for three years thereafter for all laborers and mechanics working at the work site (or under the United States Housing Act of 1937 or the Housing Act of 1949, in the construction or development of the project). Such records shall contain the name, address and social security number of each worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records showing that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and records of the costs anticipated or actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of registration of apprenticeship programs, certification of trainee programs, registration of the apprentices and trainees, and ratios & wage rates prescribed in applicable programs.

I. Civil Rights (over 10K)

(1) **Nondiscrimination** - In accordance with Title VI of the Civil Rights Act (CRA), as amended, 42 U.S.C. §2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. §6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. §12132, and Federal transit law at 49 U.S.C. §5332, the vendor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the vendor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) **Equal Employment Opportunity** - The following equal employment opportunity requirements apply:
(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VI of the CRA, as amended, 42 U.S.C. §2000e, and Federal transit laws at 49 U.S.C. §5332, the vendor agrees to comply with all applicable equal employment opportunity requirements of U.S. DOL regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, DOL," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. §2000e note), and with any applicable Federal statutes, executive orders, regulations and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The vendor agrees to take affirmative action to ensure that applicants are employed & treated during employment without regard to their race, color, creed, national origin, sex or age. Action shall include but not be limited to employment, upgrading, demotion, transfer, recruitment, layoff, termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. The vendor agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967 (29 U.S.C. §§623 and 49 U.S.C. §5332), the vendor agrees to refrain from discrimination against present and prospective employees for reason of age, and comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act (42 U.S.C. §12112), the contractor agrees to comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. and to comply with any implementing requirements FTA may issue.

J. Incorporation of Federal Transit Administration (FTA) Terms (ALL)

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any transit agency requests which would cause the transit agency to violate FTA terms and conditions.

K. Application of Federal, State, & Local Laws, Regulations, & Directives (Federal Changes) (ALL)

The VENDOR agrees that Federal laws and regulations control project award and implementation. The VENDOR understands and agrees that unless the recipient requests FTA approval in writing, the VENDOR may incur a violation of Federal laws or regulations or this agreement if it implements an alternative procedure or course of action not approved by FTA. The VENDOR understands and agrees that Federal laws, regulations, and directives applicable on the date on which Federal assistance is awarded may be modified from time to time. In particular, new Federal laws, regulations, and directives may become effective after the date the project agreement is effective, and might apply to that project agreement. The VENDOR agrees that the most recent versions of such Federal laws, regulations, and directives will apply to the administration of the project at any particular time.

L. Right of the State Government to Terminate (ALL)

Upon written notice, the VENDOR agrees that the State Government may suspend or terminate all or any part of State assistance if terms of the project agreement are violated, if the State Government determines that the purposes of the laws authorizing the Project would not be adequately served by the continuation of State assistance for the Project., if reasonable progress on the Project is not made, if there is a violation of the project agreement that endangers substantial performance of the Project, or if the State Government determines that State assistance has been willfully misused by failing to make appropriate use of Project property. Termination of State assistance for the Project will not typically invalidate obligations properly incurred before the termination date to the extent those obligations cannot be canceled. The State Government reserves the right to require the refund of the entire amount of State assistance provided for the Project or a lesser amount.

M. Disputes, Breaches, Defaults, or Other Litigation (over 150K)

The VENDOR agrees that FTA has a vested interest in the settlement of any dispute, breach, default, or litigation involving the Project. Accordingly:

a. **Notification to FTA.** The VENDOR is aware that recipients of Federal assistance must notify FTA in writing of any current or prospective major dispute, breach, default, or litigation that may affect the Federal Government's interests in the Project or the administration or enforcement of Federal laws or regulations. If the Federal Government is to be named as a party to litigation for any reason, in any forum, the appropriate FTA Regional Counsel is to be notified in writing before doing so.

b. **Federal Interest in Recovery.** The VENDOR is aware that the Federal Government retains the right to a proportionate share, based on the percentage of the Federal share awarded for the Project, of proceeds derived from any third party recovery.

c. **Enforcement.** The VENDOR agrees to pursue its legal rights and remedies available under any third party contract or available under law or regulations.

d. **FTA Concurrence.** The VENDOR is aware that FTA reserves the right to concur in any compromise or settlement of any claim involving the Project.

e. **Alternative Dispute Resolution.** The VENDOR is aware that FTA encourages the use of alternative dispute resolution procedures, as may be appropriate.

f. **Agency Process.**

Transit agency enters dispute resolution process here.

N. Fly America (foreign air transport or travel)
The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and subrecipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

O. Recycled Products (all products)
The contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR 247.

P. Access for Individuals with Disabilities (ALL)
The VENDOR agrees to comply with 49 U.S.C. § 5301(d), which states the Federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. The VENDOR also agrees to comply with all applicable provisions of section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S. C. § 794, which prohibits discrimination on the basis of disability; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 *et seq.*, which requires that accessible facilities and services be made available to individuals with disabilities; and with the Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 *et seq.*, which requires that buildings and public accommodations be accessible to individuals with disabilities; and with other laws and amendments thereto pertaining to access for individuals with disabilities that may be applicable. In addition, the VENDOR agrees to comply with applicable implementing Federal regulations any later amendments thereto, and agrees to follow applicable Federal directives except to the extent FTA approves otherwise in writing. Among those regulations and directives are: (1) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37; (2) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27; (3) Joint U.S. Architectural and Transportation Barriers Compliance Board (U.S. ATBCB)/U.S. DOT regulations, "Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. Part 1192 and 49 C.F.R. Part 38; (4) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35; (5) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36; (6) U.S. General Services Administration (U.S. GSA) regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19; (7) U.S. EEOC, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630; (8) U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; (9) U.S. ATBCB regulations, "Electronic and Information Technology Accessibility Standards," 36 C.F.R. Part 1194; (10) FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. Part 609; and (11) Federal civil rights and nondiscrimination directives implementing the foregoing Federal laws and regulations, except to the extent the Federal Government determines otherwise in writing.

Q. Debarment and Suspension (over 25K)

The vendor hereby certifies that it and its principals have not presently or within a three year period been debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal agency; and the vendor hereby certifies that it and its principals have not presently or within a three-year period been convicted of or had a civil judgment rendered against them for the commission of a fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, state or local) transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property.

R. Clean Water & Air (over 150K)

The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§7401 et seq. The vendor agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to the FTA and the EPA.

S. Non-Lobbying (over 150K)

The undersigned certifies to the best of his or her knowledge and belief 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 any officer or employee of an agency, a member of Congress, an officer or employee 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 for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this 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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements and that all subrecipients 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 section 1352, title 31, USC. 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.

T. Lobbying and Disclosure Certification

Name of Company	Printed Name of Person Completing Form
Texas Bus Sales	Dianne Ledet
Date 07-31-17	Signature Dianne Ledet

U. CERTIFICATION TO PURCHASER:

A. The undersigned vendor certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that services rendered will comply with the terms of the solicitation or contract.

B. The undersigned vendor certifies that it has read all of the bid, proposal, or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Name of Company Texas Bus Sales	Address 1605 West 34th St. Houston TX 77018
	Printed Name of Person Completing Form Dianne Ledet
Telephone (713) 681-3600	Signature
Date 07-31-17	SS# or Tax ID # 76-0359837

Description of Commodity or Service

Transit Buses & Vans

Disadvantaged Business Enterprise Information	Type of Organization (circle)	
	☐ Sole Proprietorship	☐ General Proprietorship
Is your firm a DBE? ☐ (yes) ☒ (no)	☒ Corporation	☐ Limited Partnership
If yes, what type?	☐ Limited Proprietorship	

U. Disadvantaged Business Enterprises (DBE) Certification

The vendor will provide products compliant with 49 CFR 26.49 regarding the vehicle manufacturer's overall DBE goal.

Name of manufacturer of vehicle(s) to be delivered: _____

V. Altoona Test Certification (for rolling stock purchases) (Check one of the following):

☐ The vehicle has been Altoona tested, report number: _____

☐ The vehicle is exempt from testing IAW 49 CFR 665.

☐ The vehicle is currently being tested at Altoona.

Funds will not be released until the purchasing agency gets a copy of the Altoona test report, as appropriate, per 49 CFR 665.

W. **Federal Motor Vehicle Safety Standards (FMVSS) Certification (for rolling stock purchases)**

Any vehicles provided by the vendor will comply with all applicable FMVSS. The vendor 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 contracted buses will not be subject to FMVSS regulations.

FMVSS Certification

Name of Company Texas Bus Sales	Printed Name of Person Completing Form Dianne Ledet
Date 07-31-17	Signature Dianne Ledet

X. Buy America (Check where applicable): (over $150K rolling stock, construction, materials)

[X] The vendor or offeror hereby certifies it will comply with the requirements of 49 USC 5323(j) and the applicable regulations in 49 CFR 661, providing Buy America compliant manufactured goods or rolling stock.

[ ] The vendor or offeror cannot comply with the requirements 49 USC 5323(j), but may qualify for an exception to the requirement pursuant to the regulations in 49 CFR 661.

Buy America Certification

Name of Company	Printed Name of Person Completing Form
Texas Bus Sales	Dianne Ledet
Date 07-31-17	Signature Dianne Ledet

II. SPECIAL PROJECT TYPE PROVISIONS - the following addenda are attached and endorsed as appropriate:

A. Construction or Architectural & Engineering Projects [ ]

B. Transit Operations or Management Projects [ ]

C. Intelligent Transportation System or Research & Development [ ]

ATTACHMENT K

Request for Change or Approved Equal

Please submit a separate form for each request for change/approved equal.

PROPOSER#:	**DATE:**
PROPOSER:	**PHONE: ( )**
PROPOSER SECTION / PAGE#:	
CHANGE REQUESTED:	

AGENCY RESPONSE

Reviewed By: Date:

Approved ☐ Denied ☐ See Comment Below ☐

COMMENT:

COUNTY PURCHASING AGENT
Fort Bend County, Texas

Gilbert D. Jalomo, Jr., CPPB
County Purchasing Agent

(281) 341-8640
Fax (281) 341-8645

Vendor Information

Federal ID # or S.S #	76-0359837	Dun and Bradstreet # 36-144-2502
Type of Business	X Corporation/LLC ___ Sole Proprietor/Individual ___ Partnership ___ Tax Exempt Organization	
Legal Company Name	Texas Bus Sales, Inc.	Year Business was Established 1985
Remittance Address	P O Box 10213 Houston TX 77206-0213	
City/State/Zip	Houston TX 77206-0213	
Physical Address	1605 West 34th St.	
City/State/Zip	Houston TX 77018	
County	___ Fort Bend County Other: Harris	
Phone/Fax Number	Phone: (713) 681-3600	Fax: (713) 682-8737
Contact Person	Dianne Ledet	
E-mail	Dianne.Ledet@TexasBusSales.com	
Special Notes		
The Company listed above is a (check all that apply and attached certificate).	___ DBE-Disadvantaged Business Enterprise **Certification #** _____ ___ SBE-Small Business Enterprise **Certification #** _____ ___ HUB-Texas Historically Underutilized Business **Certification #** _____ ___ WBE-Women's Business Enterprise **Certification #** _____ ___ MBE-Minority Business Enterprise **Certification #** _____	
Company's gross annual receipts:	___ < $500,000 ___ $500,000-$4,999,999 X $5,000,000-$16,999,999 ___ $17,000,000-$22,399,999 ___ >$22,400,000	
NAICs codes (Please enter all that apply).		

PLEASE NOTE: W-9 needs to be attached in order to be entered into our system

Form **W-9**
(Rev. December 2014)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
Texas Bus Sales, Inc.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification; check only **one** of the following seven boxes:
☐ Individual/sole proprietor or single-member LLC ☒ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate
☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶
Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner.
☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):
Exempt payee code (if any)
Exemption from FATCA reporting code (if any)
(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.)
1605 West 34th St.

Requester's name and address (optional)

6 City, state, and ZIP code
Houston TX 77018

7 List account number(s) here (optional)

Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the instructions for line 1 and the chart on page 4 for guidelines on whose number to enter.

Social security number
☐☐☐ - ☐☐ - ☐☐☐☐

or

Employer identification number
76 - 0359837

Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here | **Signature of U.S. person** ▶ Dianne Ledet | **Date** ▶ 07-31-17

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at *www.irs.gov/fw9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See *What is backup withholding?* on page 2.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.

Note. If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States:

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.

2. The treaty article addressing the income.

3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.

4. The type and amount of income that qualifies for the exemption from tax.

5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,

2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),

3. The IRS tells the requester that you furnished an incorrect TIN,

4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or

5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code* on page 3 and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships* above.

What is FATCA reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code* on page 3 and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of $50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a $500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account, list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note. ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C Corporation, or S Corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box in line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box in line 3.

Limited Liability Company (LLC). If the name on line 1 is an LLC treated as a partnership for U.S. federal tax purposes, check the "Limited Liability Company" box and enter "P" in the space provided. If the LLC has filed Form 8832 or 2553 to be taxed as a corporation, check the "Limited Liability Company" box and in the space provided enter "C" for C corporation or "S" for S corporation. If it is a single-member LLC that is a disregarded entity, do not check the "Limited Liability Company" box; instead check the first box in line 3 "Individual/sole proprietor or single-member LLC."

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space in line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)

2—The United States or any of its agencies or instrumentalities

3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

4—A foreign government or any of its political subdivisions, agencies, or instrumentalities

5—A corporation

6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession

7—A futures commission merchant registered with the Commodity Futures Trading Commission

8—A real estate investment trust

9—An entity registered at all times during the tax year under the Investment Company Act of 1940

10—A common trust fund operated by a bank under section 584(a)

11—A financial institution

12—A middleman known in the investment community as a nominee or custodian

13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over $600 required to be reported and direct sales over $5,000[1]	Generally, exempt payees 1 through 5[2]
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

[1] See Form 1099-MISC, Miscellaneous Income, and its instructions.

[2] However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note. You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on this page), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at *www.ssa.gov*. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at *www.irs.gov/businesses* and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting IRS.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: *A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.*

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, or 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code* earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account[1]
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor[2]
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee[1]
b. So-called trust account that is not a legal or valid trust under state law	The actual owner[1]
5. Sole proprietorship or disregarded entity owned by an individual	The owner[3]
6. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	**Give name and EIN of:**
7. Disregarded entity not owned by an individual	The owner
8. A valid trust, estate, or pension trust	Legal entity[4]
9. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
10. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
11. Partnership or multi-member LLC	The partnership
12. A broker or registered nominee	The broker or nominee
13. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
14. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

[1] List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

[2] Circle the minor's name and furnish the minor's SSN.

[3] You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

[4] List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 2.

*Note. Grantor also must provide a Form W-9 to trustee of trust.

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance.

Victims of identity theft who are experiencing economic harm or a system problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes. Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to *phishing@irs.gov*. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: *spam@uce.gov* or contact them at *www.ftc.gov/idtheft* or 1-877-IDTHEFT (1-877-438-4338).

Visit IRS.gov to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

Job No.: _____

TAX FORM/DEBT/ RESIDENCE CERTIFICATION
(for Advertised Projects)

Taxpayer Identification Number (T.I.N.): 76-0359837

Company Name submitting Bid/Proposal: Texas Bus Sales, Inc.

Mailing Address: P O Box 10213 Houston TX 77206-0213

Are you registered to do business in the State of Texas? (Yes) No

If you are an individual, list the names and addresses of any partnership of which you are a general partner or any assumed name(s) under which you operate your business

N/A

I. **Property:** List all taxable property in Fort Bend County owned by you or above partnerships as well as any d/b/a names. Include real and personal property as well as mineral interest accounts. (Use a second sheet of paper if necessary.)

Fort Bend County Tax Acct. No.*	Property address or location**
NONE	NONE

** This is the property account identification number assigned by the Fort Bend County Appraisal District.*

*** For real property, specify the property address or legal description. For business personal property, specify the address where the property is located. For example, office equipment will normally be at your office, but inventory may be stored at a warehouse or other location.*

II. Fort Bend County Debt - Do you owe any debts to Fort Bend County (taxes on properties listed in I above, tickets, fines, tolls, court judgments, etc.)?

Yes (No) If yes, attach a separate page explaining the debt.

III. Residence Certification - Pursuant to Texas Government Code §2252.001 *et seq.*, as amended, Fort Bend County requests Residence Certification. §2252.001 *et seq.* of the Government Code provides some restrictions on the awarding of governmental contracts; pertinent provisions of §2252.001 are stated below:

(3) "Nonresident bidder" refers to a person who is not a resident.

(4) "Resident bidder" refers to a person whose principal place of business is in this state, including a contractor whose ultimate parent company or majority owner has its principal place of business in this state.

I certify that Texas Bus Sales is a Resident Bidder of Texas as defined in Government Code
[Company Name]
§2252.001.

~~I certify that _____ is a Nonresident Bidder as defined in Government Code~~
[Company Name]
~~§2252.001 and our principal place of business is _____.~~
[City and State]

Created 05/12

Dianne Ledet
7-31-17

Tab 5

Delivery Schedule

Delivery Schedule

Sunset Paratransit Van	120 Days ARO
ElDorado Amerivan	120 Days ARO
World Trans	120 Days ARO
ElDorado Aerotech	120 Days ARO
ElDorado Aero Elite	180 Days ARO
Champion Defender	180 Days ARO

Sunset Vans

PROPOSAL

Sunset Vans Inc.
8851 Lakewood Blvd.
Downey, CA 90240
888-280-VANS (8267)

Sunset VANS
Specializing in Mobility Transportation

Tel: (562) 862-2177 x304
Fax: (562) 862-4482
Email: Tom@sunsetvans.com
Website: www.sunsetvans.com

COMPANY	SALESPERSON	QUOTE NUMBER
Texas Bus	Tom Schauer	1 of 1
CONTACT	COUNTY	TAX ID#
STREET	VEHICLE MAKE AND MODEL	Email
1625 W 34 rd St.	2018 FORD TRANSIT (148 WB) HR EL	
CITY, STATE and ZIP		TERMS
Houston TX		TBD
PHONE FAX	DELIVERY	DATE
	<4 weeks to18 weeks from PO	7/31/17

QTY	VEHICLE and EQUIPMENT
1	**2018 Ford E-350 high roof EL Transit (Full Size) V6. (Basic Equipment) 148 WB**
	Inc.-All bid chassis requirements, 220hd alt, cruise, gvwr 10,360, CD, OEM Susp.
	Custom Package NEW ADA conversion- Rear Lift
1	Braun ADA lift, rear door mounted (Century) New 403/404 compliant 34x51" platform 800lb or Ricon KSeries
1	Overhead storage compartment above driver and passenger area- small
3	Rows of bolted "L" track (Holds 2 wheelchairs) ADA area
2	Tie down straps for 2 wheelchairs 30/20 Tested DOT approved – Sure Lok FE521S integrated
1	Retractable shoulder belts, and integrated Sure Lok lap belts with 2 extenders.
1	Interior dome lights (On / Off switch)-
1	Wheelchair lift light- on lift LED
1	3/4 in sub floor with Heavy duty Altro flooring- OEM std. floor height.
1	ABS interior kit w/ grey walls and headliner (medium grey walls, light grey roof liner) w Insulation High Roof
1	Driver / Passenger Long Heavy Duty Running Boards (Grey Color) with LED step light with mud flaps front
1	Rear A/C and heat with in dash fan speed control in roof – OEM system modified to roof vents
1	3 passenger bench seat with each position having integrated shoulder belts, grey vinyl. Freedman
3	One two passenger folding seat driver side grey with integrated shoulder belts- Grey vinyl or cloth. Freedman
2	Single Fold passenger side seat grey with shoulder belt. Vinyl or cloth Freedman
1	Interlock for lift, brake, transmission, door and lift.
1	Vehicle backup alarm
1	Grab Bar B pillar at side door entrance
1	Sign kit- interior/exterior signs as requested on bid.
1	Safety Kit first aid kit, 5 LB fire extinguisher, and web cutter. And Triangle Kit, and body fluid kit
1	Flashlight, reflective vest, and chock blocks.
1	Window Tint-
1	Seat reinforcement kit
1	Shoulder belt reinforcement kit
1	Undercoating
1	3rd break light in rear top of doors
1	3yr/36,000 mile warranty on electrical components, interior and exterior conversion work
1	5 year / 60,000 Ford Powertrain warranty (see Ford specifications)- remaining ford warranty
1	3 Year Braun lift warranty
1	**Delivery included to TX Estimated cost included**

QUOTE APPROVAL

Please sign and fax proposal back to Sunset to confirm order

AUTHORIZED SIGNATURE: _____

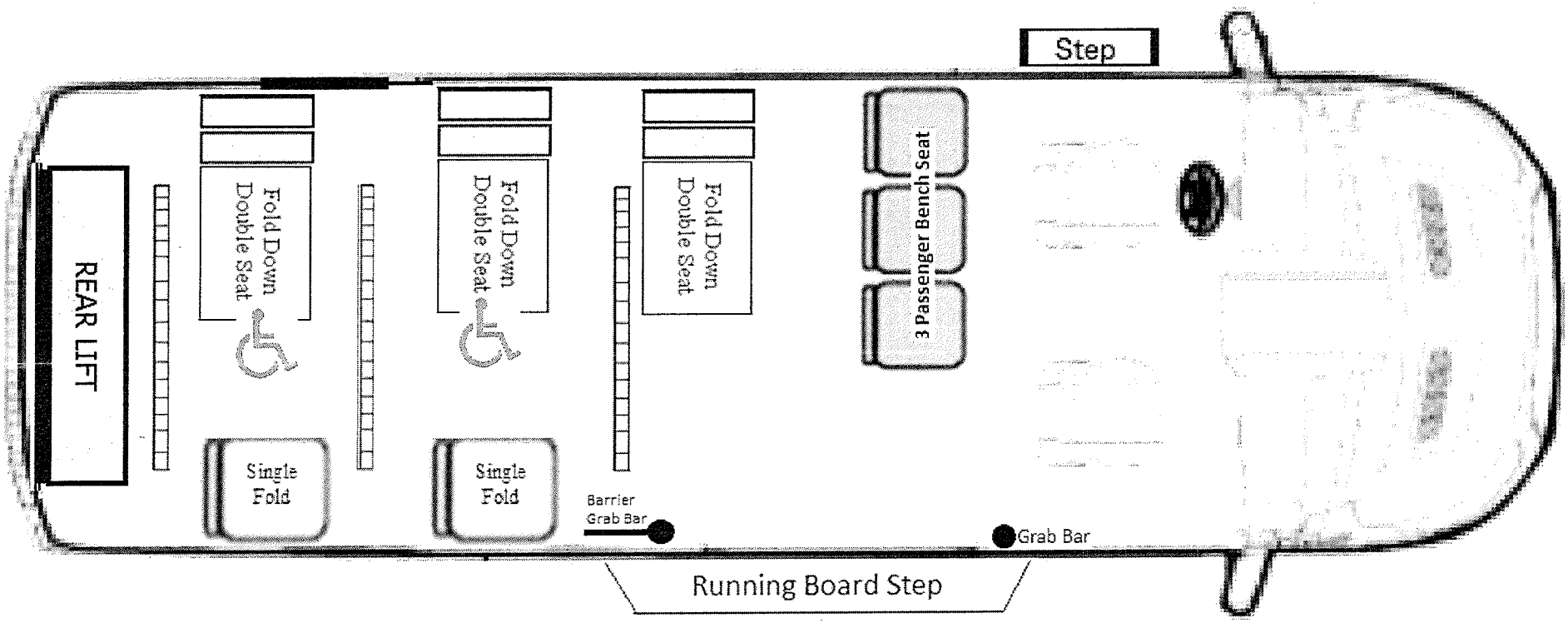
A non-refundable deposit of $1,000.00 is required for all special order units. Pricing subject to change.

Sunset Vans Inc.
8851 Lakewood Blvd
Downey, CA 90240
888-280-VANS (8267)

Sunset VANS
Specializing in Mobility Transportation

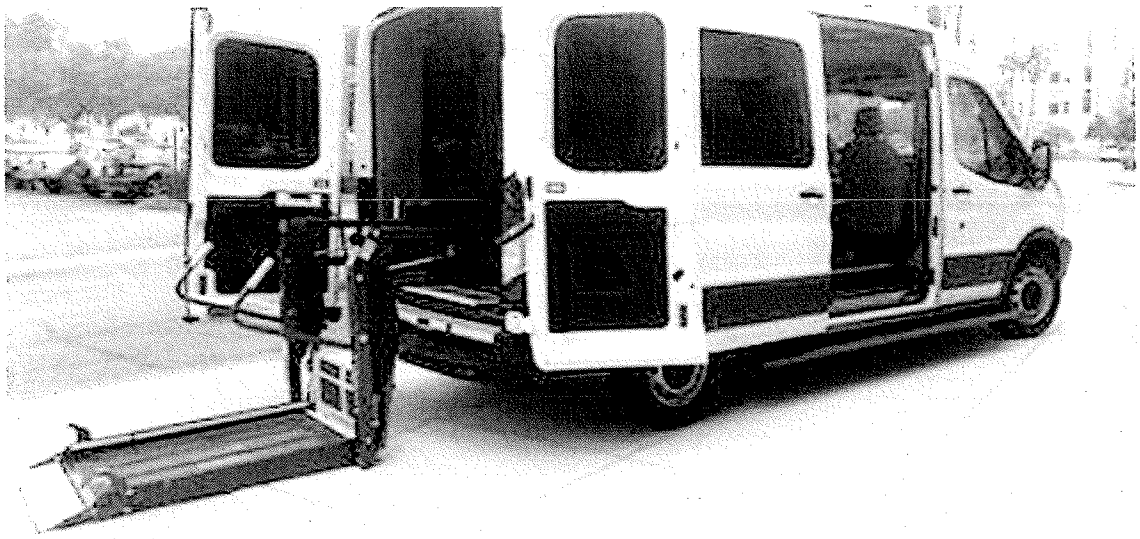
Tel: (562) 862-2177 x304
Fax: (562) 862-4482
Email: Tom@sunsetvans.com
Website: www.sunsetvans.com

Transit 148 EL WB floor plan High Roof



Options to add to above Packages

•



Transit ADA
Wheelchair Van

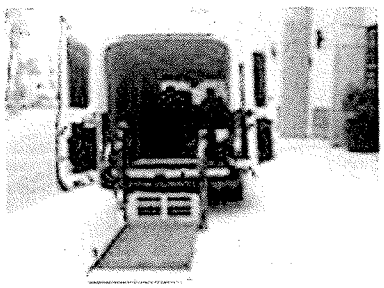
3.7 Liter V-6
-OR-
Eco Boost 3.5 Liter V-6

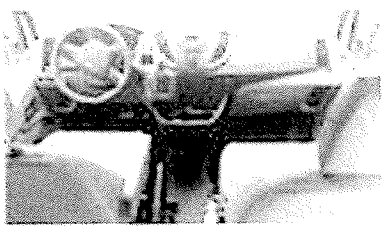
EPA Estimated 14 City / 19
Hwy
MPG combined

Cut your fuel costs by
almost 30%

Actual customer savings
range from $600-$1,200
per month











Sunset Vans Inc. is proud to present the very first 2016 Ford Transit ADA Wheelchair Van to the Non-Emergency Medical Transportation Market As you may know Ford has discontinued their famous E-Series Econoline vans, which have been the best selling full-size vans in the US for 35 years, as they've served an incredibly wide range of tasks. It has long been a staple for Medicaid Transportation business owners, delivery fleets, hotel shuttles, and even RV conversions. But in design, the Econoline vans are ancient, and that's where the 2015 Ford Transit steps into the void, offering much better fuel efficiency, better cargo seating flexibility, and much improved ride and handling attributes accompanied by an all new modern interior.

On the outside, the Transit takes on the more aerodynamic look of Ford's other passenger vehicle models and extends them upward into a van shape. Although its body where it needs to be, the Transit has a bold new look in front clearly influenced more by Ford's crossovers, and not to be confused with the smaller Transit Connect. The interior offers a visually interesting, almost sporty look the Transit breaks from the boredom of previous van interiors. Seats are large and supportive, with armrests included in most, and low sides with a wide opening offers a good view out.

The 2015 Transit lineup will include three different engines in the US. There is a base 3.7-liter V-6, making 275 horsepower and 260 pound-feet of torque. Then the step-up engine is a version of Ford's EcoBoost 3.5-liter V-6, making 310 hp and 400 lb-ft at just 2,500 rpm. Second to only a very efficient and towing-friendly option there is a 2.2-liter Power Stroke turbo-diesel five-cylinder engine, making 185 hp and 360 lb-ft at just 1,600 rpm.

With the low or medium roof, the 2015 Ford Transit will return 14 mpg city, 19 highway, 17 Combined with either of the gasoline V-6 engines. Diesel numbers not yet released, are expected to be several mpg better.

The Transit has a unibody construction, unlike its body-on-frame predecessor, and while the front MacPherson strut setup might be a bit closer to modern passenger vehicles than the old E-Series, the leaf springs and live axle in back aren't. Payload capacity for the Transit lineup ranges up to 4,850 pounds while cargo has risen at least 300 pounds compared to the Econoline predecessors. Towing capability is up to 7,500 pounds and the six-speed automatic transmission includes a separate towing/hauling mode.

As with its predecessor, the Transit will come in several different sizes. With three lengths, two wheelbases, and three roof heights, fleets can serve specific cargo-carrying needs or manage to fit into a smaller garage. With the highest roof model, those up to 6-4" tall can stand upright inside the vehicle when loading and unloading, and rear cargo doors swing out 270 degrees for hassle-free access.

Among these sizes, you can choose from XL and XLT trims with van, commercial cargo, and wagon/passenger-oriented body styles. Ford says that the Transit has a best-in-class gasoline-engine maximum cargo capacity of more than 487 cubic feet while its rear door opening height is also best-in-class, at 74.8 inches. Extended-length versions will offer seating for up to 15, including another 100 cubic feet behind the last row.

These vans offer a few more passenger-oriented set of in-cabin features than the Econoline ever had, and in addition to Crew Chief fleet telematics, you can get a version of Ford's Sync connectivity system with MyFord Touch, plus a MyKey system to help you keep tabs on your drivers.



Transit ADA
Wheelchair Van

3.7 Liter V-6
-OR-
Eco Boost 3.5 Liter V-6

EPA Estimated 14 City, 19 Hwy
17 combined MPG

Cut your fuel costs by almost 30%

Actual customer savings range from $500-$1200 per month

Sunset Vans Inc. is proud to present the very first 2015 Ford Transit ADA Wheelchair Van to the Non Emergency Medical Transportation Market. As you may know, Ford has discontinued their famous E-Series/Econoline vans, which have been the best-selling full-size vans in the U.S. for 35 years, as they've served an incredibly wide range of tasks. It has long been a staple for Medical Transportation business owners, delivery fleets, hotel shuttles, and even RV conversions. But in design, the Econoline vans are ancient, and that's where the 2015 Ford Transit steps up to the plate, offering much better fuel efficiency, better cargo/seating flexibility, and much-improved ride and handling attributes, accompanied by an all new modern interior.

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The 2015 Transit lineup will include three different engines in the U.S. There's a base 3.7-liter V-6, making 275 horsepower and 260 pound-feet of torque. Then the step-up engine is a version of Ford's EcoBoost 3.5-liter V-6, making 310 hp and 400 lb-ft (at just 2,500 rpm). Separately, as a very efficient and towing-friendly option, there's a 3.2-liter Power Stroke turbo-diesel five-cylinder engine, making 185 hp and 350 lb-ft (at just 1,500 rpm).

With the low or medium roof, the 2015 Ford Transit will return 14 mpg city, 19 highway (17 Combined) with either of the gasoline V-6 engines. Diesel numbers, not yet released, are expected to be several mpg better.

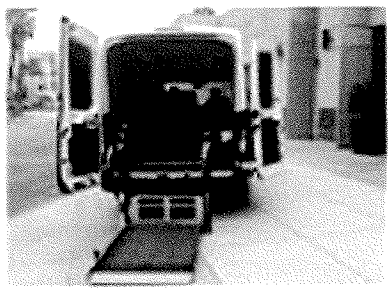
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As with its predecessor, the Transit will come in several different sizes. With three lengths, two wheelbases, and three roof heights, it can serve serious cargo-delivery needs, or manage to fit into a smaller garage. With the highest-roof model, those up to 6'-4" tall can stand upright inside the vehicle when loading and unloading, and rear cargo doors swing out 270 degrees for fuss-free access.

Among these sizes, you can choose from XL and XLT trims, with van (commercial or cargo) and wagon (passenger-oriented) body styles. Ford says that the Transit has a best-in-class gasoline-engine maximum cargo capability, of more than 487 cubic feet, while its rear door opening height is also best-in-class, at 74.3 inches. Extended-length versions will offer seating for up to 15, including another 100.5 cubic feet behind the last row.

These vans offer a far more passenger-oriented set of in-cabin features than the Econolines ever had; and in addition to Crew Chief fleet telematics, you can get a version of Ford's Sync connectivity system with MyFord Touch, plus a MyKey system that, both together help you keep tabs on your drivers.











BraunAbility
Life is a Moving Experience

631 W. 11th Street
P.O. Box 310
Winamac, IN 46996
1-800-THE-LIFT
(574) 946-6153
Fax (574) 946-4670
www.braunability.com

January 5, 2015

To Whom It May Concern:

Wheelchair Lift Conformance

Attestation

Pursuant to 49 CFR 571.403 section S6 (b) "Each public use lift must...Bear the label with the words "DOT-Public Use Lift" as certification of compliance with the requirements..."

In other words, by law the statement "DOT-Public Use Lift" cannot be put on the lift unless it meets all the requirements of FMVSS 403. A person may find the statement "DOT-Public Use Lift" on the certification label affixed to the lift.

The Braun Corporation attests that its commercial lift products conform to the standards set forth in 49 CFR 571.403; Platform lift systems for motor vehicles, when installed per the Braun provided installation instructions.

Sincerely,

Brent Larkin

Brent Larkin
OEM Inside Sales Manager
The Braun Corporation

Altoona Exception clause "un modified mass-produced" vans

A. The requirement for Altoona testing would depend on the extent (if any) to which the vans are modified from the stock configuration. If these are unmodified Ford E-350 vans, or they have had only limited modifications (e.g., adding a lift or raised roof) performed in strict compliance with Ford's Vehicle Modification Guidelines, then the Bus Testing Regulation (49 CFR Part 665) would consider them to be "unmodified mass-produced vans" and they would be exempt from Bus Testing ("Altoona testing") requirements if offered in the 4-year/100,000-mile service life category. It sounds as if you would buy the vehicles directly from Ford. If that's the case, these vehicles would likely qualify as unmodified mass-produced vans.

From the FTA Bus Testing page:

Unmodified mass-produced van means a van that is mass-produced, complete and fully assembled as provided by an OEM. This shall include vans with raised roofs, and/or wheelchair lifts, or ramps that are installed by the OEM, or by a party other than the OEM provided that the installation of these components is completed in strict conformance with the OEM modification guidelines.

FTA wishes to clarify that this exemption historically assumed that unmodified mass-produced vans would only be offered in the 4-year, 100,000-mile service life category. Unmodified mass-produced vans are categorically exempted from testing by the Bus Testing Regulation only in the 4-year, 100,000-mile service life category; unmodified mass-produced vans offered in the 5-year, 150,000-mile (or higher) service life category are subject to testing.

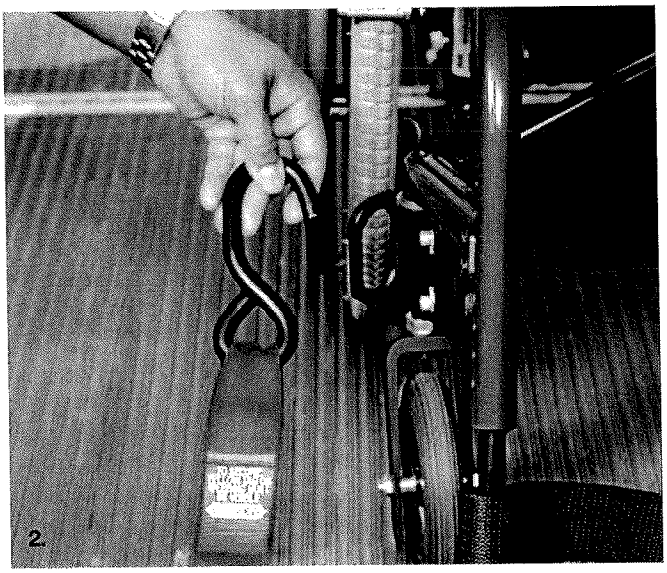
Link- http://www.fta.dot.gov/13057_6077.html

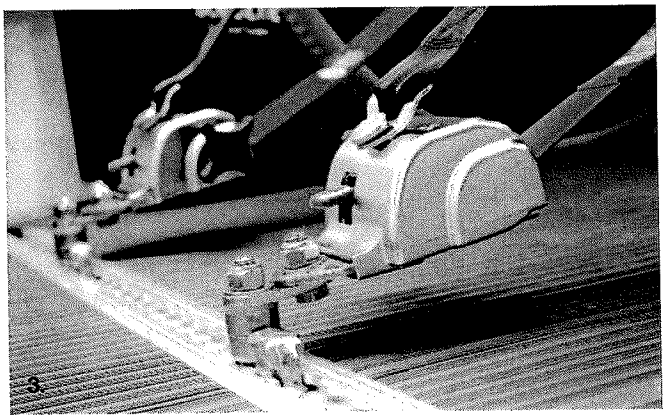
AL700 Titan Series Systems

With its distinctive blue webbing and highly-visible, yellow "locked" indicator tag, the AL700 Titan Retractor Series lets operators know when the retractor is in locked mode. This auto-tension, auto-lock wheelchair securement system allows operators to quickly secure a wheelchair in seconds — with only one hand. The Titan Retractor System has a low-profile bracket and a sleeker, cleaner retractor case with a stud fitting to attach the occupant restraint system.



1.


2.


3.

Accessories

AL701051

Series L Connector Assembly Kit

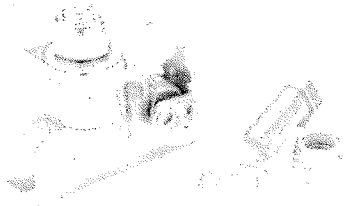
This kit converts AL700 Titan Series wheelchair tie-down retractor assemblies to a Series L Track application.



AL701052

Series A Connector Assembly Kit

This kit converts AL700 Titan Series wheelchair tie-down retractor assemblies to a Series A Track application.



AL701053

Solo Cleat Connector Assembly Kit

This kit converts AL700 Titan Series wheelchair tie-down retractor assemblies to a Solo Cleat fitting application.



Standards Compliance

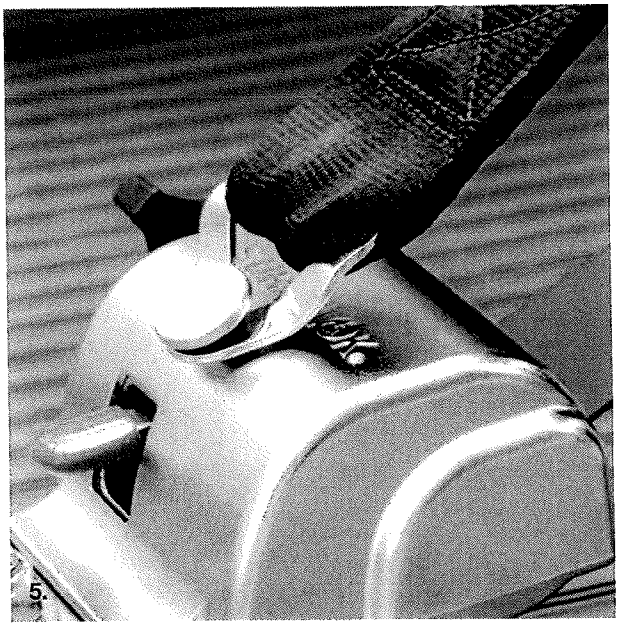
AL700 Titan Series Systems when properly used with a complete Sure-Lok System, comprised of wheelchair tie-down, a complete occupant restraint system (including lap and shoulder belt), track and anchorages are designed to meet the following requirements where applicable:

- 30mph/20g Impact Test Criteria per SAE J2249
- 30mph/20g Impact Test Criteria per Canadian Z605 Standard
- 30mph/20g Impact Test Criteria per National Standards for School Buses
- 30mph/20g Impact Test Criteria per ISO 10542 Standard
- 49 CFR Part 38 Americans with Disabilities Act (ADA)
- 49 CFR Part 571.222 (FMVSS 222) School Bus Passenger Seating and Crash Protection
- FMVSS 302 Flammability Test

Certificates of Conformance available upon request.



4.



5.

1. The AL700 Titan Series retractors have distinctive blue webbing and a highly-visible, yellow "locked" indicator tag, letting operators know when the retractor is in locked mode.

2. S-hook configuration makes it easy for operators to quickly secure a wheelchair in seconds — with only one hand — and keeps webbing flat and untwisted when properly attached to the wheelchair.

3. The low-profile bracket on the AL700 Titan Series retractor is close to the ground and the chrome-plated case provides a cleaner, sleeker appearance.

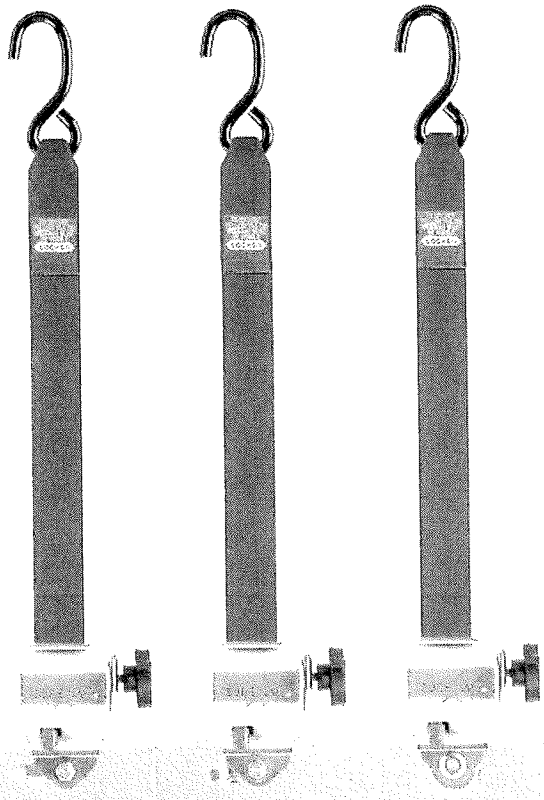
4. Titan's low-profile design minimizes interference with most wheelchairs. With the auto-tensioning feature, webbing automatically retracts into the housing and stays off the floor — keeping it cleaner and longer lasting.

5. The stud fitting, located at the top of the retractor case, provides an easy attachment point for integrated occupant restraint systems.

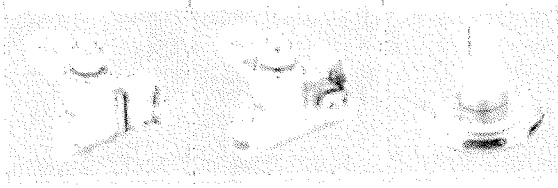
⚠WARNING *Always secure the occupant in the vehicle with a complete Sure-Lok Occupant Restraint System, consisting of lap and shoulder belts. Secure the wheelchair in the vehicle with a Sure-Lok Wheelchair Tie-Down System.*

AL700 Titan Series Systems

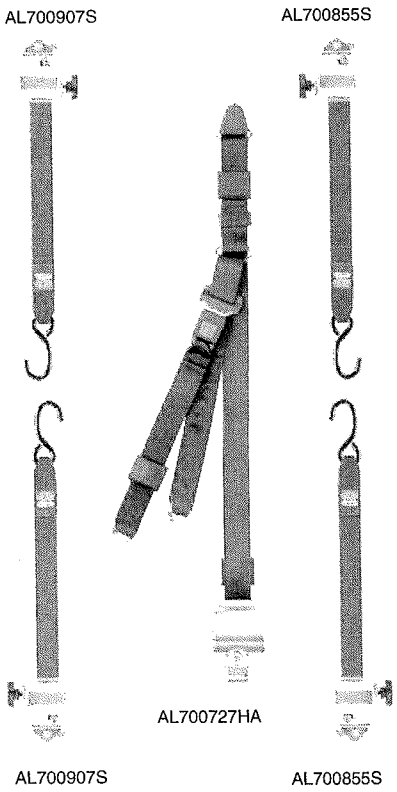
Determine which Titan Retractor System is right for you. Select the Floor Anchor type you have or want installed. Then just order the corresponding kit part number. It's that easy. Retractor assembly part numbers are listed in the chart below and retractor kit part numbers are in the charts on the opposite page. For more information on occupant restraints, refer to pages 16-21.



L TRACK	A TRACK	SOLO	
AL700855S	AL700857S	AL700944S	**RIGHT HAND RETRACTOR S-HOOK** *(pictured)*
AL700907S	AL700925S	AL700945S	**LEFT HAND RETRACTOR S-HOOK**



EXAMPLE OF KIT **AL712S-4C**





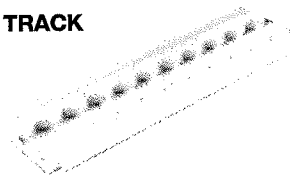
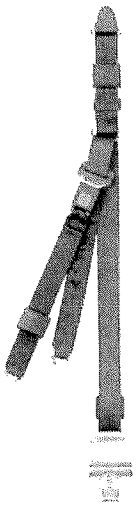
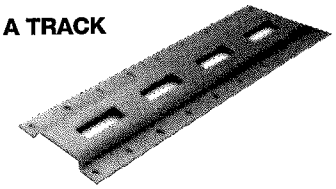
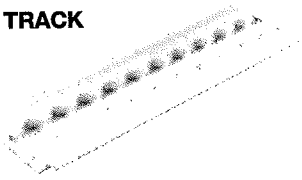
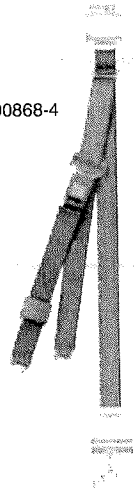
SOLO FLOOR ANCHOR

FE200922

*Requires use of the Solo Anchor Installation Tool.

Refer to page 24.

TITAN RETRACTOR KITS **WITH OCCUPANT RESTRAINTS**

FLOOR ANCHOR TYPE	ATTACHMENT STYLE	KIT PN	PN IN KIT	QTY	OCCUPANT RESTRAINT
L TRACK 	S-HOOK	AL712S-4C	AL700855S AL700907S AL700727HA	2 2 1	 AL700727HA
A TRACK 	S-HOOK	AL715S-4C	AL700857S AL700925S AL700727HA	2 2 1	
SOLO 	S-HOOK	AL760S-4C	AL700944S AL700945S AL700727HA FE200922	2 2 1 4	
L TRACK 	S-HOOK	AL712S-4C-7	AL700855S AL700907S AL700868-4	2 2 1	AL700868-4 

TITAN RETRACTOR KITS **WITHOUT OCCUPANT RESTRAINTS**

FLOOR ANCHOR TYPE	ATTACHMENT STYLE	KIT PN	PN IN KIT	QTY	OCCUPANT RESTRAINT
L TRACK	S-HOOK	AL727S-4C	AL700855S AL700907S	2 2	For available Occupant Restraints, refer to pages 16-21.
A TRACK	S-HOOK	AL728S-4C	AL700857S AL700925S	2 2	**⚠WARNING** *Always secure the occupant in the vehicle with a complete Sure-Lok Occupant Restraint System, consisting of lap and shoulder belts. Secure the wheelchair in the vehicle with a Sure-Lok Wheelchair Tie-Down System.*
SOLO	S-HOOK	AL761S-4C	AL700944S AL700945S FE200922	2 2 4	

FREEDMAN
SEATING COMPANY

Document of Certification

This is to certify that Freedman Seating Company Feather Weight style seats meet applicable Federal Motor Vehicle Safety Standards, including, but not limited to 210.

Freedman Seating Company



Christy Nunes
Director Of Customer Service

SafeHaven by New Haven

Formal Certifications
[xx] Conformance
[ ] Proof Test

Sunset Vans
8851 Lakewood Blvd.
Downey, Ca. 90240

Attn: Chris Perez

In regards to the following items. We hereby certify the folllowing:

NH3403-101TH4. Aluminum L-track extruded from aluminum alloy per MIL Spec 6061.
Additional machining per drawing.

The above item provided for wheelchair securement and occupant restraints meet with the requirements of SAE J2249 (Currently RESNA WC-18 & 19) which includes a frontal impact test conducted at 30 mph, 20g using a forward facing surrogate wheelchair with a mass of 85kg and an ATD with a mass of 76.3 kg.

Additional compliance with ISO 10542-1 & 2, ADA 49 CFR/38.

Inspection reports and any certificates provided by our supplier of raw components used in the above fabrication are kept on file and are available at your request. A fee may apply in some cases.

Michale Porter
Quality Control Manager
Safe Haven
13571 Vaughn St. Bldg E.
San Fernando, Ca. 91340

U.S. Department
Of Transportation
Federal Transit
Administration

Headquarters

East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

November 15, 2016

Derek Murray
Sunset Vans Inc.
8851 Lakewood Blvd.
Downey, CA 90240

Re: TVM DBE Goal Concurrence/Certification Letter – Fiscal Year 2017

Dear Mr. Murray,

This letter is to inform you that the Federal Transit Administration's (FTA) Office of Civil Rights has received Sunset Vans' Disadvantaged Business Enterprise (DBE) goal and methodology for FY 2017 for the period of October 1, 2016–September 30, 2017. This goal submission is required by the U.S. Department of Transportation's DBE regulations at 49 CFR Part 26 and must be implemented in good faith.

We have reviewed your FY 2017 DBE goal and determined that it is compliant with DOT's DBE regulations. You are eligible to bid on FTA-funded transit contracts. This letter or a copy of the TVM listing on FTA's website may be used to demonstrate your compliance with DBE requirements when bidding on federally funded vehicle procurements.

FTA reserves the right to remove/suspend this concurrence if your DBE program or FY 2017 DBE goal is not implemented in good faith. In accordance with this good faith requirement, you must submit your DBE Uniform Report to FTA by December 1, 2016. This report should reflect all FTA-funded contracting activity for the second period of FY 2016 (i.e., from April 1 to September 30).

Please also be mindful that your FY 2018 DBE goal methodology must be submitted to FTA by August 1, 2017. Any updates to the program plan must be submitted to FTA as they occur. Thank you for your cooperation. If you have any questions regarding this approval, please contact the FTA DBE Team via e-mail at *FTATVMSubmissions@dot.gov*.

Sincerely,

John Day
Program Manager for Policy and Technical Assistance
Office of Civil Rights

Warranty Description and Procedures dated 12/2006

Sunset Vans manufactures it vehicles to the highest standards in the industry. In the event that service or warranty repairs are needed please contact our service warranty department or your sales representative. You can reach our warranty department at 562-862-2177 x306. Anthony B is the service manager who can assist with all you warranty needs. anthony can also be reached be email at Repairs@sunsetvans.com We strive to resolve you issue as quickly as possible.

Sunset Vans warrants its conversion products and workmanship added to the factory chassis for a period of 3 years or 36,000 miles (whichever occurs first). We will repair and replace damaged parts that are due to manufactures defect. Misuse, neglect, or human error is not covered. Not covered is normal maintenance, light bulbs, fluid changes, normal maintenance etc. Sunset **MUST** be contacted before any warranty work is performed for pre-approval. Below is a list of special warranty conditions and exceptions.

Description

Our abs interior components are given a 3 year/36,000 mile warranty from manufacturer defects. Minor scratches or dings are not a warranted item. Wear and tear is not covered.

This warranty is provided to the original purchaser and is not transferable. (Does not apply to vehicles if purchased from an authorized Sunset Vans Inc. dealer on first transfer.)

Conversions warranted by Sunset Vans Inc. is independent of other manufactures warranties. This warranty from Sunset Vans Inc. does not cover OEM manufacture warranties. Such warranties from Ford, GM or Dodge are independent and have their own warranty procedures. Sunset will warranty items that are damaged due to conversion, on OEM vehicles, but not items covered by manufacture warranty. All parts covered by OEM warranties, are not covered by Sunset Vans Inc.

Parts installed in the conversion process that are manufactured by third party companies such as wheelchair lifts, air conditioners, and interlocks have their own manufactures warranty. Each specific product contains its own warranty terms and conditions independent of the Sunset Vans Inc warranty. Sunset Vans Inc does warranty and guarantee workmanship in the correct installation of such components for the 3 year or 36,000 miles. Product defects are covered by the respective OEM manufacture.

The lift manufacturer warrants lifts for their time specified, typically 3-5 years. It is important that the manufactures warranty card is returned when the vehicle is first purchased. Some vendors only give a 1-year warranty if the warranty card is not returned. Sunset will repair any warranty work due to installation free of charge. Defective parts can be handled thru the lift manufacture or their authorized dealers. Damaged caused by

neglect or misuse, such as lift rising into door and breaking off handle, or having the ramp ran over by an automobile is not covered under warranty. **We recommend that all hydraulic lifts are serviced and adjusted once every 6 months to prolong the life of the lift.**

The air conditioner unit is under warranty for 3 year or 36,000 miles. In the event that there is a problem you may call Sunset Vans Inc. at 562-862-2177 or call the Pro Air service center at 800-338-8544 and ask for the customer service department. There are ProAir service centers throughout the United States for your convenience.

Warranty Procedures

In the event that an item needs to be fixed or replaced call Sunset Vans Inc. warranty department at 562-862-2177 x306. Anthony B is the Service Manager. Give a description of the problem and we will resolve the issue as soon as possible. An email can be sent to Repairs@sunsetvans.com

Our warranty process is as follows:

1 Call or email Sunset Vans Inc. to inform us of the problem so we can help diagnose the quickest way to resolve the issue. (Determine if it is an OEM or Conversion issue)

2 Sunset Vans Inc. will provide the closest approved repair facility for the type of repairs needed.

3 Sunset Vans Inc. must approve the needed repairs prior to work being performed and at its option, repair or replace the defective parts. Labor and parts will be covered by Sunset Vans Inc. at a standard industry labor rate.

4 Sunset Vans Inc. will provide payment to the approved vendor.

5 Sunset Vans Inc. generally uses OEM service centers for vehicle malfunctions, and authorized certified lift installers for lift repairs.

Generally these steps can be resolved very quickly. In some situations Sunset can assist with third part warranty repairs by providing needed parts from our stock to reduce the delay of waiting on third part parts. (This is a courtesy and is not always available. Please check with Service manager)

Scope

The owner of the vehicle must keep vehicle and conversion components according to manufacture recommendations. In certain situations Sunset Vans Inc. may require the repair facility to return defective parts. Sunset Vans Inc. reserves the right for a second shop opinion, or a inspection by an Sunset Vans Inc. employee to complete a repair

claim. This warranty can only be changed when done so in writing by an approved representative of Sunset Vans Inc. Sunset Vans Inc. shall not be responsible or liable for indirect damages or loss of any kind, (ex. Time, loss of wages, or incidental damages) Towing, rentals or transportation are not covered unless approved in advance by Sunset Vans Inc officer. This warranty gives certain legal rights, which may vary state by state. Please contact Sunset Vans Inc. for specific details.

ElDorado Amerivan

STURAA TEST

4 YEAR

100,000 MILE BUS

from

ELDORADO NATIONAL (KANSAS), INC.

MODEL AMERIVAN

OCTOBER 2008

PTI-BT-R0809



The Thomas D. Larson
Pennsylvania Transportation Institute

201 Transportation Research Building
The Pennsylvania State University
University Park, PA 16802

(814) 865-1891

Bus Testing and Research Center

2237 Old Route 220 N.
Duncansville, PA 16635

(814) 695-3404

ELDORADO MOBILITY

DODGE AMERIVAN

Conversion Procedure B2 "WELD"

In order to insure that each vehicle maintains the OEM structural integrity and proper alignment during conversion process, templates, jig fixtures, and diagonal bracing is used during the process for the accessibility modification.

1) The entire van chassis is placed on a jig fixture that locates on 8 critical anchor points of the van to the fixture. The two front locations are the strut towers in their original location, 2 forward locations under the front bumper, and 2 pinned locations lock the back of the chassis in place at the rear bumper with a tension chain and boomer. Two additional mid ship points of support have been added to assure original body integrity.

2) Side to Side Diagonal bracing is then added to each sidewall B pillar, these structural diagonal truss supports will assure the correct placement of the floor weldment and interior weld panels when they are installed later in the conversion.

The steps taken in 1) & 2) take place before any of the OEM chassis is cut.

3) Two locating holes above the main rails are cut to access the OEM main structural supports. These 12" wide holes, one located in the front behind the firewall, and the 2nd in the rear in front of the third row seat expose the main structure of the chassis

4) The new floor weldment is set in place on the rolling jig fixture prior to placing the chassis on the fixture, the fixture sets the floor precisely the same location on the chassis every time. Location pins assure the marriage of the floor weldment to the OEM chassis. This process will maintain the floor and the rear axle will be in precisely the correct location when installed. Other critical reference measurements are taken at this time to check the floor location. When the floor is set, then the outer shell is spot welded in place to assure door fit and then the main rails are welded in place to the existing OEM main frame. All structural welding is completed at this time before the OEM floor is removed. .

5) The OEM section of floor is then removed and discarded. As the weld procedure continues, all the internal panels and support transitions are completely welded in at this time which ties the body back to the floor structure. The accessibility modification and structural conversion is complete, the diagonal bracing can now be removed.

BIDDER'S CERTIFICATION OF "BUY AMERICAN" COMPLIANCE

The contractor agrees to comply with 49 U.S.C. 5323(j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR.7 and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by: General Motors microcomputer equipment, software, and small purchases (currently less than $100,000) made with capital, operating or planning funds. Separate requirements for rolling stock are set out at 5323(j)(2)(c) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured that supports the information provided below.

COMPONENT COST	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF VEHICLE
Engine	CHR		Total on Chrysler chassis is 60%
Transmission	CHR		
Front Axle Assemblies	CHR		
Rear Axle Assemblies	CHR		
Drive Shaft Assemblies	CHR		
Front Suspension Assemblies	CHR		
Rear Suspension Assemblies	CHR		
Air Compressor and Pneumatic Systems	ENC	USA	1%
Generator/Alternator and Electric Systems	CHR		
Steering System Assemblies	CHR		
Assemblies			
Air Conditioning Evaporator/Condenser Assemblies	CHR		
Heating Systems	CHR		
Passenger Seats	CHR/ENC	USA	1%
Driver's Seat Assemblies	CHR/ENC	USA	1%
Window Assemblies	CHR	USA	
Entrance and Exit Door Assemblies	CHR/ENC	USA	1%

Door Control Assemblies	CHR		
Interior Lighting Assemblies	CHR		
Front and Rear End Cap Assemblies	N/A		
Front and Rear Bumper Assemblies	CHR		
Structural Steel Tubing	N/A		
Aluminum Extrusions	N/A		
Steel or Fiberglass Exterior Panels	ENC	USA	2%
Interior Trim	CHR/ENC	USA	3%
Flooring	ENC	USA	20%
Floor Covering	Altro		
Ramp	P	USA	4%

CHR= Chrysler
ENC= ElDorado Mobility
P= Pro-Fab

BUY AMERICA COMPLIANCE

Certification of Compliance with 49 U.S.C. 5323 (j)(2)(C)

The bidder hereby certifies that it complies with the Buy America requirements of 49 U.S.C. 5323(j)(2)(c) and the regulations set forth in 49 CFR Part 661.

BY: Monte Borman Monte Borman

TITLE: Director of Commercial Sales/Mobility

MANUFACTURER: ElDorado Mobility

DATE: 7-11-2017

Certification of Non-Compliance with 49 U.S.C. 5323(j)(2)(c)

The bidder hereby certifies that it cannot comply with the Buy American requirements of 49 U.S.C. 5323(j)(2)(c) but may qualify for an exception pursuant to U.S.C. 5323(j)(2)(b) or (j)(2)(d) and the regulations set forth in 49 CFR Part 661.7.

BY: _____

TITLE: _____

MANUFACTURER: _____

DATE: _____

BIDDER'S CERTIFICATION OF "BUY AMERICA" COMPLIANCE (continued)

BUY AMERICA COMPLIANCE / CONVERSION ONLY

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

Location of final assembly point is: **401 Capacity Drive**
Longview, Texas 75604

Description of activities attached.

Remove OEM Floor
Install 14" Lowered Stainless steel floor
Modify OEM Sliding doors to accommodate 14" lowered floor
Install Transit flooring
Install "L" Track for wheelchair Positions (2)
Install Manual swing-a-way ramp
Modify OEM Air conditioning and heat to accommodate lowered floor

301-TS33

mga research corporation

30 MPH FRONTAL IMPACT

C/FMVSS 204/212/219/301

2011 Chrysler Town and Country
Amerivan Side Entry

MGA Reference Number: C11C3-003.8

Test Date: March 16, 2011

Report Date: March 23, 2011

PREPARED FOR:
ElDorado National
1655 Wall Street
Salina, KS 67401

PREPARED BY:
MGA Research Corporation
5000 Warren Road
Burlington, WI 53105

SIGNATURE APPROVAL PAGE

Procedure Number:	MGA Frontal/Rear/Side Impact Dated June 15, 2010
MGA Reference #:	C11C3-003.8

Prepared By: Jordan Haynes
Jordan Haynes, Project Engineer

Reviewed By: David Winkelbauer
David Winkelbauer, Project Engineer

Technicians:	Tim Bratz Tim Novak Ben Storey Chris Roach
Photographic:	Chris Young
Secretary:	Cyndy Kline

The results presented in this report relate only to the specified test items.

TEST SUMMARY

MGA REFERENCE #C11C3-003.8

A rigid barrier was impacted by a 2011 Chrysler Town and Country Amerivan Side Entry at a velocity of 48.4 km/h. The test was performed at MGA Research Corporation on March 16, 2011. Pre-and post-test photographs of the vehicle can be found beginning on page 12.

One real-time camera and five high-speed cameras were used to document the frontal barrier impact event. Camera locations and other pertinent camera information can be found in this report.

Two ballast dummies were placed in the driver and right-front passenger seating positions.

There was 100 percent windshield retention and no intrusion into the protected zone of the windshield during the event. The steering column rearward displacement was less than 125 mm.

There was no Stoddard Solvent leakage after the event or during any phase of the static rollover.

301-T549

mga research corporation

50 MPH REAR IMPACT

C/FMVSS 301

2011 Dodge Grand Caravan
Amerivan Side Entry

MGA Reference Number: C11C3-003.13

Test Date: September 15, 2011

Report Date: September 26, 2011

PREPARED FOR:
ElDorado National
1655 Wall Street
Salina, KS 67401

PREPARED BY:
MGA Research Corporation
5000 Warren Road
Burlington, WI 53105

SIGNATURE APPROVAL PAGE

Procedure Number:	MGA Frontal/Rear/Side Impact Dated June 15, 2010
MGA Reference #:	C11C3-003.13
Prepared By:	Jordan Haynes Jordan Haynes, Project Engineer
Reviewed By:	David Winkelbauer David Winkelbauer, Project Engineer
Technicians:	Tim Bratz Tim Novak Ben Storey Chris Roach
Photographic:	Chris Young
Secretary:	Cyndy Kline

The results presented in this report relate only to the specified test items.

TEST SUMMARY

MGA REFERENCE #C11C3-003.13

A 2011 Dodge Grand Caravan Amerivan Side Entry was impacted by the FMVSS 214 moving deformable barrier at a velocity of 80.8 km/h. The test was performed at MGA Research Corporation on September 15, 2011. Pre-and post-test photographs of the vehicle can be found beginning on page 8.

One real-time camera and four high-speed cameras were used to document the impact event. Camera locations and other pertinent camera information can be found in this report.

Two ballast dummies were placed in the driver and right-front passenger seating positions.

There was no Stoddard Solvent leakage after the event or during any phase of the static rollover.

TEST SPEED

Measured Parameter	Units	Value
Trap No. 1 Velocity (Primary)	km/h	80.8
Trap No. 2 Velocity (Redundant)	km/h	80.8

301-T550

mga research corporation

33.5 MPH SIDE IMPACT
FMVSS 301

2011 Dodge Grand Caravan
Amerivan Side Entry

MGA Reference Number: C11C3-003.14

Test Date: September 15, 2011

Report Date: September 26, 2011

PREPARED FOR:
ElDorado National
1655 Wall Street
Salina, KS 67401

PREPARED BY:
MGA Research Corporation
5000 Warren Road
Burlington, WI 53105

SIGNATURE APPROVAL PAGE

Procedure Number:	MGA Frontal/Rear/Side Impact Dated June 15, 2010
MGA Reference #:	C11C3-003.14
Prepared By:	Jordan Haynes Jordan Haynes, Project Engineer
Reviewed By:	David Winkelbauer David Winkelbauer, Project Engineer
Technicians:	Tim Bratz Tim Novak Ben Storey Chris Roach
Photographic:	Chris Young
Secretary:	Cyndy Kline

The results presented in this report relate only to the specified test items.

TEST SUMMARY

MGA REFERENCE #C11C3-003.14

A 2011 Dodge Grand Caravan Amerivan Side Entry was impacted by the FMVSS 214 moving deformable barrier at a velocity of 54.4 km/h. The test was performed at MGA Research Corporation on September 15. Pre-and post-test photographs of the vehicle can be found beginning on page 7.

One real-time camera and three high-speed cameras were used to document the impact event. Camera locations and other pertinent camera information can be found in this report.

One ballast dummy was placed in the driver seating position.

There was no Stoddard Solvent leakage after the event or during any phase of the static rollover.

U.S. Department
of Transportation

Federal Transit
Administration

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

JUL 01 2013

Mr. Andrew Imanse
Group President
Commercial Bus & Ambulance Division
Thor Industries, Inc.
9670 Galena Street
Riverside, CA 92509

Dear Mr. Imanse:

I write in response to your letter to Brian Farber with the Federal Transit Administration (FTA) requesting a determination by the FTA of whether the processes used by ElDorado National-Kansas (ElDorado) to convert an incomplete Chrysler or Dodge minivan into the ElDorado Amerivan are sufficient to meet the Buy America final assembly requirements. For the reasons outlined in the enclosed memorandum, I am pleased to inform you of FTA's conclusion that the activities that take place during ElDorado's conversion processes constitute final assembly for minivans converted for wheelchair access.

FTA appreciates your commitment to its Buy America rules. Paramount in FTA's role as a steward of U.S. taxpayer dollars is to ensure that the use of such funds preserves and creates U.S. jobs. The intent and purpose of the Buy America requirement is to further this goal by ensuring that FTA-administered funds are used to purchase goods that are produced in the United States. FTA's commitment to ensuring Buy America compliance has resulted in a dramatic reduction in the number of waivers it has granted, from 52 in fiscal year (FY) 2010, 14 in FY 2011, 3 in FY 2012, and zero in FY 2013. Upon reviewing your request for guidance, it is apparent that ElDorado shares FTA's commitment to preserving and creating jobs in the United States.

If I can provide further information or assistance, please do not hesitate to contact me directly at (202) 366-4040.

Sincerely yours,

Peter Rogoff

Enclosure

Memorandum

U.S. Department
of Transportation
Federal Transit
Administration

Subject: Determination as to whether the process by which ElDorado National-Kansas converts incomplete Chrysler and Dodge minivans into ElDorado Amerivans satisfies FTA's Buy America requirements for final assembly.

Date:

From: Dorval R. Carter, Jr., Chief Counsel

Reply to Attn of: Mary J. Lee, Attorney-Advisor

To: Peter Rogoff, Administrator

The purpose of this memorandum is to document FTA's determination that the processes by which ElDorado National-Kansas (ElDorado) converts incomplete Chrysler and Dodge minivans into ElDorado Amerivans satisfies FTA's Buy America requirements for final assembly.

I. Background

a. *Rescission of Buy America Waiver for Minivans and Minivan Chassis*

On June 21, 2010, FTA issued a non-availability waiver of the Buy America final assembly requirement for all minivans and minivan chassis. *Notice of Buy America Waiver for Minivans and Minivan Chassis*, 75 Fed. Reg. 35,123. At that time, FTA determined that there was no manufacturer that was willing and able to perform final assembly on these types of vehicles in the United States. Id.

On August 3, 2012, FTA published a notice of a request to rescind the non-availability waiver for minivans and minivan chassis. 77 Fed. Reg. 46556. After reviewing and carefully considering all of the comments submitted pursuant to the request, FTA found that a domestic vehicle—the Vehicle Production Group's MV-1—is available that meets the Buy America final assembly requirements. Therefore, FTA determined that the waiver was no longer necessary and rescinded the waiver. *Decision to Rescind Buy America Waiver for Minivans and Minivan Chassis*, 77 Fed. Reg. 71,673 (Dec. 3, 2012).

By letter dated February 13, 2013, ElDorado made a formal request to FTA to determine whether its conversion processes were sufficient to meet the final assembly requirement under 49 C.F.R. § 661.11. In an April 30, 2013 letter, ElDorado requested the status of FTA's decision. FTA requested additional information in order to make a determination, which ElDorado provided by letter dated May 2, 2013. The letter included the results of a Buy America review conducted by a contractor, which found compliance, and a letter indicating that FTA recipients were asking for an FTA determination of Buy America compliance before they would purchase an Amerivan from ElDorado. On June 12, 2013, ElDorado again asked for the status of FTA's decision by letter. Finally, on June 25, 2013, ElDorado provided additional information upon FTA's request.

b. *ElDorado's Manufacturing Process for the Amerivan*

ElDorado's manufacturing and conversion processes to the incomplete Chrysler and Dodge minivans take place in Salina, Kansas. ElDorado's manufacturing processes consists of the following:

(1) Removal, modification, then installation and interconnection of the rear axle, including rear axle height extensions, thereby modifying the (Original Equipment Manufacturer or) OEM rear axle installation, allowing for the chassis body to be raised for ground clearance to the lowered floor.

(2) The motor is removed from the OEM chassis and motor mount extensions are added, thereby modifying the OEM engine installation allowing for the chassis body to be raised for ground clearance to the lowered floor.

(3) Removal, then installation and interconnection of cooling and braking systems, and interconnection of new heating and air conditioning components.

(4) Removal, modification, then installation and interconnection of an enhanced electrical harness allowing for integration of the mini-van conversion options to fully function with the OEM electrical and door systems.

(5) The mini-van conversion incorporates a ramp, rather than a lift. Each providing a person of physical challenge functional accessibility to the van. . . .

(6) Removal of the OEM steel floor structure from the fire wall to the rear axle floor contour, then installation and interconnection of a new stainless steel lowered floor assembly allowing entry of the vehicle to meet ADA requirements.

(7) Removal and reinstallation of the driver and passenger designated seats on a new pedestal mount.

(8) Installation of second row passenger designated seating positions, when ordered.

(9) Removal and reinstallation of the third row passenger designated seats on a new pedestal mount.

(10) Installation of additional lighting assemblies to meet [the Americans with Disabilities Act] requirements.

(11) Removal, modification, then installation and interconnection of the suspension system.

(12) Removal and reinstallation of the steering shaft.

(13) Removal, modification, then installation and interconnection of the slider doors.

(14) Removal, modification, then installation and interconnection of the fuel tank and fuel system.

(15) Removal, modification, then replacement and interconnection of the exhaust system.

(16) Road test to verify the assembly of the component parts upon completion of the manufacturing process/final assembly.

(17) Water test to verify no leaks are encountered after manufacturing process/final assembly.

(18) Final inspection of the component/final assembly, and finishing processes, i.e.: paint, undercoat.

(19) Repairs are made to components, i.e.[,] ABS/plastic interior cosmetic effects, glass, sheet metal, as required.

ElDorado states that the performance of these activities in the United States employs approximately 85 to 100 people.

In addition, ElDorado inspects and tests the completed vehicle, and provides a copy of the Certificate of Origin for a Vehicle listing ElDorado as the second (and final) stage manufacturer.

Based upon the above-stated activities, ElDorado believes that its conversion activities are sufficient to meet FTA's Buy America regulations at 49 C.F.R. § 661 and Appendix D, has certified to this effect, and is requesting confirmation by FTA.

II. Buy America

a. *Buy America Requirements for Buses and Rail Cars*

Under 49 U.S.C. § 5323(j)(1), FTA may not obligate funds for a project unless the steel, iron, and manufactured goods used in a project are produced in the United States. For rolling stock procurements, this requirement does not apply if the cost of the components produced in the United States is more than 60 percent of the cost of all components and final assembly takes place in the United States. 49 U.S.C. § 5323(j)(2)(C); 49 C.F.R. § 661.11(a). Final assembly is defined as "the creation of the end product from individual elements brought together for that purpose through application of manufacturing processes." 49 C.F.R. § 661.11(r).

The typical minimum final assembly requirements for rolling stock are further provided in Appendix D to § 661.11 and distinguished between minimum final assembly requirements for rail cars and buses. FTA provided guidance on the final assembly requirement for buses in a March 18, 1997 Dear Colleague Letter on Buy America: Pre-Award and Post-Delivery Audits, which has been added to FTA's existing regulation and is still applicable today:

> In the case of a new bus, final assembly would typically include, at a minimum, the installation and interconnection of the engine, transmission, axles, including the cooling and braking systems; the installation and interconnection of the heating and air conditioning equipment; the installation of pneumatic and electrical systems, door systems, passenger seats, passenger grab rails, destination signs, wheelchair lifts; and road testing, final inspection, repairs and preparation of the vehicles for delivery.

See also 49 C.F.R. § 661.11 app. D, para. b.

If a manufacturer's assembly processes do not include all of the activities typically considered final assembly, the manufacturer may request an FTA determination of compliance. FTA Dear Colleague Letter, March 18, 1997; 49 C.F.R. § 661.11 app. D, para. c. FTA reviews these requests for compliance case by case, based upon the information provided by the manufacturer. 49 C.F.R. § 661.11 app. D, para. c.

b. *Final Assembly Requirements for Minivans*

While FTA addresses the typical final assembly requirements for rolling stock such as buses and rail cars in its regulations and guidance documents, FTA has not specifically addressed the final assembly requirements for minivans and minivan chassis. Moreover, because the minivans at issue here are converted for wheelchair accessibility, the typical final assembly requirements for buses, and even other minivans that are not wheelchair accessible, may not apply because of the significant amount of manufacturing that takes place to the vehicle during the conversion processes. Thus, in order to show that wheelchair accessible minivans meet the Buy America requirement for final assembly, ElDorado must show that the wheelchair accessible minivans it manufactures is a different vehicle from the incomplete minivan that it receives from Chrysler or Dodge and that those processes include assembling the various components in the United States in order to produce a wheelchair-accessible minivan.

III. Discussion

Upon careful review of ElDorado's manufacturing processes in consultation with FTA engineers, I find that ElDorado's processes meets the final assembly requirement for rolling stock under 49 C.F.R. § 661.11(a) and (r). As stated above, in order to show that wheelchair accessible minivans meet the Buy America requirement for final assembly, a converted minivan that allows for wheelchair accessibility must be a different vehicle from the original Chrysler or Dodge minivan and those processes must include assembling the various components in the United States in order to produce a wheelchair accessible minivan. ElDorado makes substantial changes to the interior and exterior of the minivan, including, among other things, the fuel system, exhaust system, suspension, body, doors, seats, floor, wheelchair ramp, and wiring, which results in a different vehicle from the original Chrysler or Dodge minivan.

Once all of ElDorado's conversion and manufacturing processes in the United States are complete, ElDorado's vehicle is no longer a "Chrysler" or "Dodge" minivan. Instead, it becomes an "ElDorado Amerivan" with a wheelchair accessible ramp. ElDorado certifies itself as the second (and final) stage manufacturer of the vehicle, which entails responsibility for inspecting, testing, and certifying the vehicle.

ElDorado's processes for creating the Amerivan include assembling the various components in Salinas, Kansas. By making such substantial changes to the interior and exterior of the minivan in the United States, Eldorado engages in significant manufacturing activities that rise to the level of final assembly for minivans that are converted for wheelchair accessibility.

IV. Conclusion

Based upon the foregoing, I find that ElDorado's activities on the Chrysler or Dodge minivan are sufficient to satisfy the final assembly requirements under 49 C.F.R. § 661.11. This decision is limited solely to minivans that have been converted for wheelchair accessibility by ElDorado, as the final assembly processes are described in this memorandum. Deviations from these described processes may result in a different conclusion.

U.S. Department
of Transportation

Federal Transit
Administration

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

JUL 01 2013

Mr. Andrew Imanse
Group President
Commercial Bus & Ambulance Division
Thor Industries, Inc.
9670 Galena Street
Riverside, CA 92509

Dear Mr. Imanse:

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If I can provide further information or assistance, please do not hesitate to contact me directly at (202) 366-4040.

Sincerely yours,

Peter Rogoff

Enclosure

ENCLOSURE

Memorandum

U.S. Department
of Transportation
Federal Transit
Administration

Subject: Determination as to whether the process by which ElDorado National-Kansas converts incomplete Chrysler and Dodge minivans into ElDorado Amerivans satisfies FTA's Buy America requirements for final assembly.

Date:

From: Dorval R. Carter, Jr., Chief Counsel

Reply to Attn of: Mary J. Lee, Attorney-Advisor

To: Peter Rogoff, Administrator

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(3) Removal, then installation and interconnection of cooling and braking systems, and interconnection of new heating and air conditioning components.

(4) Removal, modification, then installation and interconnection of an enhanced electrical harness allowing for integration of the mini-van conversion options to fully function with the OEM electrical and door systems.

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(6) Removal of the OEM steel floor structure from the fire wall to the rear axle floor contour, then installation and interconnection of a new stainless steel lowered floor assembly allowing entry of the vehicle to meet ADA requirements.

(7) Removal and reinstallation of the driver and passenger designated seats on a new pedestal mount.

(8) Installation of second row passenger designated seating positions, when ordered.

(9) Removal and reinstallation of the third row passenger designated seats on a new pedestal mount.

(10) Installation of additional lighting assemblies to meet [the Americans with Disabilities Act] requirements.

(11) Removal, modification, then installation and interconnection of the suspension system.

(12) Removal and reinstallation of the steering shaft.

(13) Removal, modification, then installation and interconnection of the slider doors.

(14) Removal, modification, then installation and interconnection of the fuel tank and fuel system.

(15) Removal, modification, then replacement and interconnection of the exhaust system.

(16) Road test to verify the assembly of the component parts upon completion of the manufacturing process/final assembly.

(17) Water test to verify no leaks are encountered after manufacturing process/final assembly.

(18) Final inspection of the component/final assembly, and finishing processes, i.e.: paint, undercoat.

(19) Repairs are made to components, i.e.[,] ABS/plastic interior cosmetic effects, glass, sheet metal, as required.

ElDorado states that the performance of these activities in the United States employs approximately 85 to 100 people.

In addition, ElDorado inspects and tests the completed vehicle, and provides a copy of the Certificate of Origin for a Vehicle listing ElDorado as the second (and final) stage manufacturer.

Based upon the above-stated activities, ElDorado believes that its conversion activities are sufficient to meet FTA's Buy America regulations at 49 C.F.R. § 661 and Appendix D, has certified to this effect, and is requesting confirmation by FTA.

II. Buy America

a. *Buy America Requirements for Buses and Rail Cars*

Under 49 U.S.C. § 5323(j)(1), FTA may not obligate funds for a project unless the steel, iron, and manufactured goods used in a project are produced in the United States. For rolling stock procurements, this requirement does not apply if the cost of the components produced in the United States is more than 60 percent of the cost of all components and final assembly takes place in the United States. 49 U.S.C. § 5323(j)(2)(C); 49 C.F.R. § 661.11(a). Final assembly is defined as "the creation of the end product from individual elements brought together for that purpose through application of manufacturing processes." 49 C.F.R. § 661.11(r).

The typical minimum final assembly requirements for rolling stock are further provided in Appendix D to § 661.11 and distinguished between minimum final assembly requirements for rail cars and buses. FTA provided guidance on the final assembly requirement for buses in a March 18, 1997 Dear Colleague Letter on Buy America: Pre-Award and Post-Delivery Audits, which has been added to FTA's existing regulation and is still applicable today:

> In the case of a new bus, final assembly would typically include, at a minimum, the installation and interconnection of the engine, transmission, axles, including the cooling and braking systems; the installation and interconnection of the heating and air conditioning equipment; the installation of pneumatic and electrical systems, door systems, passenger seats, passenger grab rails, destination signs, wheelchair lifts; and road testing, final inspection, repairs and preparation of the vehicles for delivery.

See also 49 C.F.R. § 661.11 app. D, para. b.

If a manufacturer's assembly processes do not include all of the activities typically considered final assembly, the manufacturer may request an FTA determination of compliance. FTA Dear Colleague Letter, March 18, 1997; 49 C.F.R. § 661.11 app. D, para. c. FTA reviews these requests for compliance case by case, based upon the information provided by the manufacturer. 49 C.F.R. § 661.11 app. D, para. c.

b. *Final Assembly Requirements for Minivans*

While FTA addresses the typical final assembly requirements for rolling stock such as buses and rail cars in its regulations and guidance documents, FTA has not specifically addressed the final assembly requirements for minivans and minivan chassis. Moreover, because the minivans at issue here are converted for wheelchair accessibility, the typical final assembly requirements for buses, and even other minivans that are not wheelchair accessible, may not apply because of the significant amount of manufacturing that takes place to the vehicle during the conversion processes. Thus, in order to show that wheelchair accessible minivans meet the Buy America requirement for final assembly, ElDorado must show that the wheelchair accessible minivans it manufactures is a different vehicle from the incomplete minivan that it receives from Chrysler or Dodge and that those processes include assembling the various components in the United States in order to produce a wheelchair-accessible minivan.

III. Discussion

Upon careful review of ElDorado's manufacturing processes in consultation with FTA engineers, I find that ElDorado's processes meets the final assembly requirement for rolling stock under 49 C.F.R. § 661.11(a) and (r). As stated above, in order to show that wheelchair accessible minivans meet the Buy America requirement for final assembly, a converted minivan that allows for wheelchair accessibility must be a different vehicle from the original Chrysler or Dodge minivan and those processes must include assembling the various components in the United States in order to produce a wheelchair accessible minivan. ElDorado makes substantial changes to the interior and exterior of the minivan, including, among other things, the fuel system, exhaust system, suspension, body, doors, seats, floor, wheelchair ramp, and wiring, which results in a different vehicle from the original Chrysler or Dodge minivan.

Once all of ElDorado's conversion and manufacturing processes in the United States are complete, ElDorado's vehicle is no longer a "Chrysler" or "Dodge" minivan. Instead, it becomes an "ElDorado Amerivan" with a wheelchair accessible ramp. ElDorado certifies itself as the second (and final) stage manufacturer of the vehicle, which entails responsibility for inspecting, testing, and certifying the vehicle.

ElDorado's processes for creating the Amerivan include assembling the various components in Salinas, Kansas. By making such substantial changes to the interior and exterior of the minivan in the United States, Eldorado engages in significant manufacturing activities that rise to the level of final assembly for minivans that are converted for wheelchair accessibility.

IV. Conclusion

Based upon the foregoing, I find that ElDorado's activities on the Chrysler or Dodge minivan are sufficient to satisfy the final assembly requirements under 49 C.F.R. § 661.11. This decision is limited solely to minivans that have been converted for wheelchair accessibility by ElDorado, as the final assembly processes are described in this memorandum. Deviations from these described processes may result in a different conclusion.

CERTIFICATE OF REGISTRATION

This is to certify that

Capacity of Texas, Inc.

401 Capacity Drive, Longview, Texas 75604-5341 USA

operates a

Quality Management System

which complies with the requirements of

ISO 9001:2008

for the following scope of certification

Design and Manufacture of Terminal Tractors and Construction Equipment and customization of Multipurpose Passenger Vehicles.

Certificate No.:	CERT-0086036	Original Certification Date:	October 6, 1999
File No.:	802252	Certification Effective Date:	February 26, 2015
Issue Date:	March 10, 2017	Certificate Expiry Date:	February 25, 2018

Nicole Grantham
General Manager SAI Global Certification Services

ISO 9001

ANAB ACCREDITED ISO/IEC 17021 MANAGEMENT SYSTEMS CERTIFICATION BODY

MEMBER OF MULTILATERAL RECOGNITION ARRANGEMENT IAF

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General Manager SAI Global Certification Services

ISO 9001

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SAI GLOBAL

ELDORADO MOBILITY REV GROUP AMERI

401 Capacity Drive
Longview, Texas 75604

Phone: 866-392-6300
Fax: 785-493-2037

TO: To Whom It May Concern,

ElDorado Mobility will take a new or slightly used Chrysler/Dodge mini-van, remove the OEM floor structure and replace it with a lowered floor and install a ramp on the right/curb side making the vehicle wheelchair accessible.

RE: Letter of References for Amerivans

Access Services
P.O. Box 17684
Los Angeles, CA 90071
Contact: Rick Streiff
Phone: 213-270-6000
April 2016 to present
Last order of 135 units completed November of 2016

State of Mississippi
401 North West Street RM 1068
Jackson, Mississippi 39201-1091
Contact: Larry Brown
Phone: 601-359-7300
September 2015 to present
50 units during time frame, last units completed June 2017

State of Wyoming
5300 Bishop Blvd. Planning Building, Room 215
Cheyenne, Wyoming 82009
Contact: Cynthia A. Johnson

Phone: 307-765-4488

State of Pennsylvania
6th Floor I 555 Walnut Street Forum Place
Harrisburg, Pennsylvania 17101
Contact: Alfonzo Robinson
Phone: 717-346-8181

State of Michigan/DTMB-Procurement
525 West Allegan
1st Floor NE
P.O. Box 30026
Lansing, Michigan 48909
Contact: Amy Nobach
Phone: 517-335-3282
DTMB Phone: 1-855-647-8724

State of Tennessee/General Services
312 Rosa L Parks Ave.
3rd floor
Nashville, Tennessee 37243
Contact: Jerry Roache
Phone: 615-253-1038
August 2014 to present
20 orders per year, last delivered July 2017

State of South Carolina/Capital Center Building
1201 Main Street, Suite 600
P.O. Box 101103
Columbia, South Carolina 29201
Contact: Sheila O. Willis, CPPB
Phone: 803-737-4417
May 2015 to present
15 orders per year last delivered July 2017

All the above contracts are for FTA Funded units for Public Transportation

Quality Assurance Manual

Revision:12
2/02/17

DOCUMENT REVISION HISTORY

REVISION	REASON	DATE
2	Added SOP references to Quality Manual	5/23/06
3	Added Revision Control	4/13/07
3	Updated Quality Policy and Quality Objectives	4/13/07
4	Update Quality Policy and Objectives, changed management reviews from annual to quarterly, updated organization chart and process flow chart	3/25/08
5	Added Element to Process "Bridge" Matrix	4/27/09
6	Update to reflect ISO-9001:2008	9/8/10
7	Rename quality planning documents 5.4.1, Updated 5.5.3 Internal communication, updated 8.2.1 Customer Satisfaction, changed management review from quarterly to annual, updated titles on responsibilities and authority	12/6/11
8	Updated the Scope to include the assembly of oil field equipment	4/18/12
9	Updated the Scope to omit assembly of oil field equipment, and update the Quality Policy	11/21/2013
10	Updated Logo and deleted old job titles	06/10/16
11	Updated Logo adding Eldorado Mobility	11/15/16
12	Updated documentation would be kept for OJT in section 6.2.2 of 6.2 Human Resources	2-2-17

4 Quality Management System

4.1 General requirements

Capacity of Texas has established and implemented a quality management system that meets the requirements of ISO 9001:2008. Capacity of Texas continually maintains, and improves upon the quality management system.

Capacity of Texas:

a) identifies the processes needed for the quality management system

b) determines the sequence and interaction of the processes

c) determines the criteria and methods needed to ensure that both the operation and control of the processes is effective

d) ensures the availability of resources and information necessary to support the operation and monitoring of the processes

e) monitors, measures, and analyzes the processes

f) implements actions necessary to achieve planned results and continual improvement of these processes

by the preparation of – and adherence to – quality system procedures and related work instructions that address each requirement of ISO 9001:2008 – hereafter referred to as "the standard".

Quality system processes are managed in accordance with the requirements of the standard.

In the event that Capacity of Texas chooses to outsource any process affecting product conformity the extent of control over such processes is established.

4.2 Documentation Requirements

RESPONSIBILITY AND AUTHORITY

Management Representative

4.2.1 General

The Quality Management System documentation includes:

a) documented statements of a quality policy and quality objectives

b) this Quality Assurance Manual

c) documented procedures addressing the requirements of the standard,

d) documents needed to ensure effective planning, operation, and control of processes, i.e.: work – and other – instructions

e) records required to demonstrate compliance with the standard

4.2.2 Quality Manual

This Quality Assurance Manual has been established and is maintained. It includes:

a) the scope of the quality management system as well as details and justification for any exclusions

i. Scope

Capacity of Texas specializes in the design and manufacturing of Terminal Tractors and construction equipment for various industries, including Aftermarket Parts.

ii. Exclusions

There are no exclusions at this time.

b) references to documented procedures

c) description of interactions between the processes of the quality system as illustrated by the following process interaction flow chart

interaction between the elements of ISO-9001:2008 and selected processes is illustrated in the matrix below

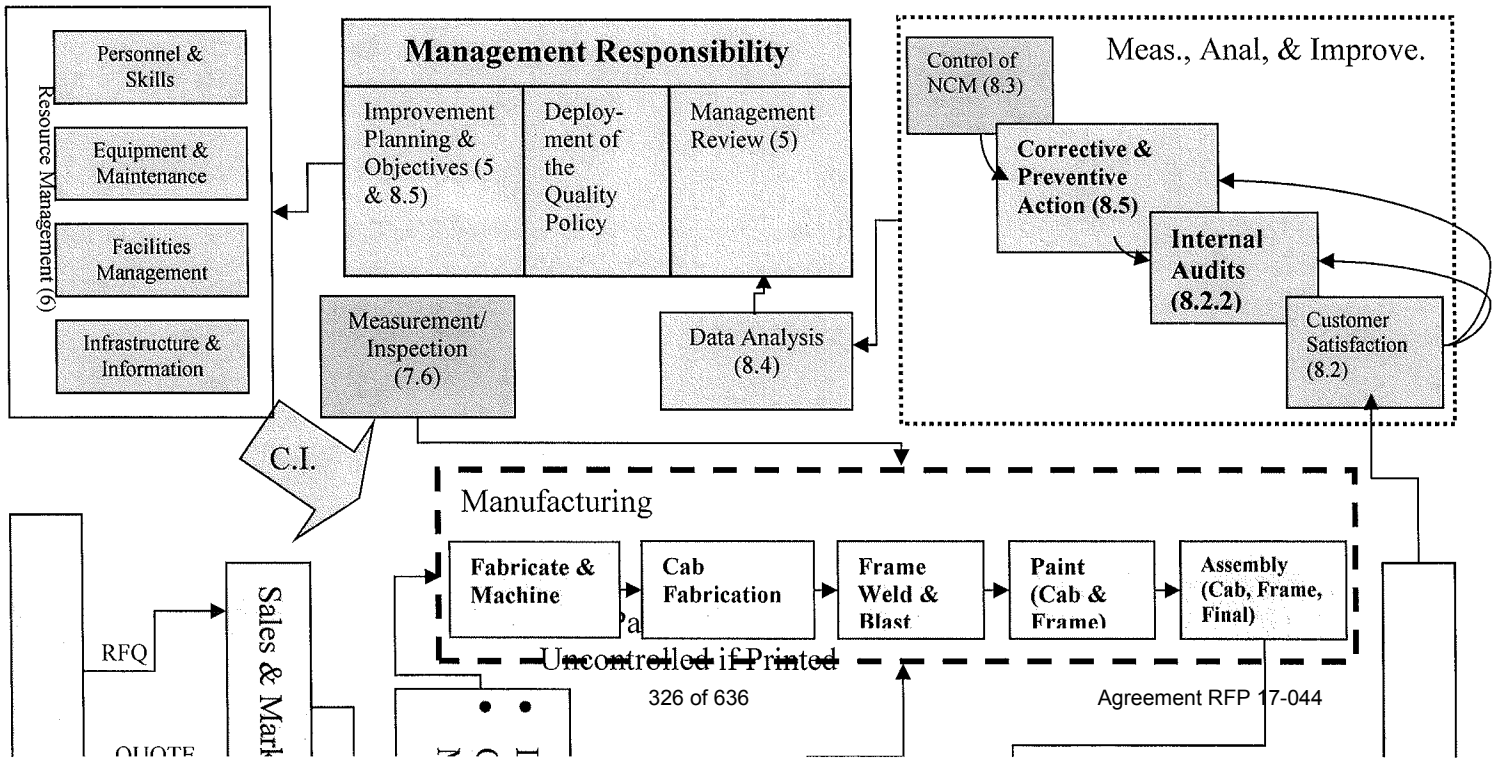
PROCESSES	(4.1) Quality Management System	(4.2) Document Requirements (Docs & Records)	(5.1) Management Commitment	(5.2) Customer Focus	(5.3) Quality Policy	(5.4) Planning	(5.5) Responsibility, Authority, and Communications	(5.6) Management Review	(6.1.) Provisions of Resources	(6.2) Training	(6.3) Infrastructure	(6.4) Work Environment
Management	X	X	X	X	X	X	X	X	X	X	X	X
Quote/ Contract Review		X		X	X	X	X					
Design		X		X	X	X	X	X		X	X	X
Purchasing		X			X		X					
Fabricate & Machine		X			X		X		X	X	X	X
Cab Fabrication		X			X		X		X	X	X	X
Frame Weld & Blast		X			X		X		X	X	X	X
Paint (Cab & Frame)		X			X		X		X	X	X	X
Assembly (Cab, Frame, Final)		X			X		X		X	X	X	X
Internal Audit	X	X	X	X	X	X	X	X	X	X	X	X
Corrective & Preventive Action		X	X		X			X				

Quality Assurance Manual

Revision:12
2/02/17

PROCESSES	(7.1) Product Realization Planning	(7.2) Customer Related Processes	(7.3) Design	(7.4) Purchasing	(7.5) Production and Service	(7.6) Measurement Equipment	(8.1) Measurement, Analysis, and Improvement	(8.2) Monitoring and Measurement	(8.2.2) Internal Audit	(8.3) Control of Non Conforming Product	(8.4) Analysis of Data	(8.5) Improvement
Management	X	X	X		X		X	X	X		X	X
Quote/ Contract Review	X	X						X				
Design	X	X	X	X	X	X	X					
Purchasing			X	X		X				X	X	
Fabricate & Machine				X	X	X				X		X
Cab Fabrication				X	X	X				X		X
Frame Weld & Blast				X	X	X				X		X
Paint (Cab & Frame)				X	X	X				X		X
Assembly (Cab, Frame, Final)				X	X	X				X		X
Internal Audit	X	X	X	X	X	X	X	X	X	X	X	X
Corrective & Preventive Action									X	X	X	X

Process Interaction Flow Chart



4.2.3 Control of Documents

Documents required by the quality management system are controlled. Document control includes:

a) approval of documents prior to use

b) review and update of documents – as necessary – and re-approval

c) identification of changes and current revision status

d) availability of applicable documents at the point(s) of use

e) assuring the legibility and identity of documents

f) assuring that documents of external origin, i.e.: customer drawings, standards and specifications, are identified and controlled

g) prevention of unintended use of obsolete documents and suitable identification of those that must be retained for any purpose

Refer to Quality Assurance Procedure QAP 4.2.3.

4.2.4 Control of Records

Procedures are established for the control of quality records. The procedures provide for the identification, storage, protection, retrieval, retention time, and disposition of quality records. Refer to flow chart below.

Quality records are legible, readily retrievable and stored in an area suitable to prevent damage or deterioration and prevent loss.

Refer to Quality Assurance Procedure QAP 4.2.4.

5 Management Responsibility

RESPONSIBILITY AND AUTHORITY

President

5.1 Management Commitment

Management provides evidence of its commitment to the development and implementation of the quality management system and continually improving its effectiveness by:

a) communicating to Capacity of Texas the importance of meeting customer, statutory, and regulatory requirements

b) establishing the quality policy and communicating its essential factors to Capacity of Texas

c) establishing quality objectives

d) conducting management reviews

e) applying adequate resources to effectively implement and maintain the quality assurance system

5.2 Customer Focus

Management determines customer requirements and assures that quality systems are in place to meet the requirements with the aim of enhancing customer satisfaction.

5.3 Quality Policy

Management has developed a quality policy.

Our mission is to provide defect-free products and services. We are dedicated to customer satisfaction, and committed to sustained operational excellence through the process of continuous improvement.

The quality policy:

a) is appropriate to the purposes of Capacity of Texas

b) includes a commitment to comply with requirements and improve the effectiveness of the quality system

c) provides framework for establishing and reviewing quality objectives

d) is communicated and understood by all employees of Capacity of Texas

e) is reviewed for continuing suitability

5.4 Planning

5.4.1 Quality Objectives

Management has established quality objectives and appropriate measurables for relevant functions of Capacity of Texas. Refer to Capacity Quality Objectives.

5.4.2 Quality Management System Planning

Management ensures that:

a) quality system planning is carried out in order to meet requirements, and

b) the integrity of the quality system is maintained when changes to the system are planned and implemented

5.5 Responsibility, Authority and Communication

5.5.1 Responsibility and Authority

Responsibilities and authorities are defined at the beginning of each section of this manual. The Organizational Chart illustrates the reporting relationships.

5.5.2 Management Representative

Management has appointed a Management Representative who irrespective of other duties, has the responsibility and authority to:

a) ensure that the processes needed for the quality management system are established, implement and maintained

b) report the performance of such systems to management for review and as a basis for improvement of the quality system

c) ensure the promotion of awareness of customer requirements throughout Capacity of Texas

Refer to the Organizational Chart.

5.5.3 Internal Communication

Management ensures that communication processes are established and that communication takes place regarding the effectiveness of the quality system.

Employees are informed as to the status and effectiveness of the quality management system through the posting of performance metrics and other information.

5.6 Management Review

5.6.1 General

Management reviews are conducted with the Management, at intervals sufficient to ensure its continuing suitability and effectiveness in satisfying customer expectations, ISO 9001:2008 requirements, and stated quality policy and objectives.

Management review is conducted annually based on the fiscal year.

Records of management review are maintained according to QAP 4.2.4.

5.6.2 Review Input

The inputs to management review include:

a) results of audits

b) customer feedback

c) process performance and product conformity (data)

d) status of corrective and preventive actions

e) follow up actions from previous management reviews

f) changes that could affect the quality system

g) recommendations for improvement

5.6.3 Review Output

The output from the management review includes decisions and actions related to:

a) improvement of the effectiveness of the quality system and its processes

b) improvement of product related to customer requirements

c) resource needs

Output from Management Review is documented on the Management Review Form.

6 Resource Management

6.1 Provision of Resources

RESPONSIBILITY & AUTHORITY

Human Resources – Human Resource Manager
Other Resources – Vice President/General Manager

Capacity of Texas determines and provides the resources needed to:

- implement and maintain the quality management system and continually improve its effectiveness
- enhance customer satisfaction by meeting customer requirements

Resource decisions are made and documented during Management Review. Refer to section 5.6 above and the Process Interaction Flow in section 4 above.

6.2 Human Resources

6.2.1 General

Personnel performing work affecting product quality are determined to be competent based on appropriate education, training, skills and experience.

6.2.2 Competence, Awareness and Training

Capacity of Texas:

a) determines the necessary competence for personnel performing work affecting product quality

b) provides training or takes other action to satisfy these needs

c) evaluates the effectiveness of the training provided through the analysis of company measurables during Management Review.

d) ensures that personnel are aware of the relevance and importance of their activities and how they contribute to the achievement of quality objectives through monthly quality reviews and posting of performance information

e) maintains appropriate records of education, training, skills and experience including on the job training documentation. Refer to the Record Retention Matrix.

6.3 Infrastructure

Capacity of Texas determines, provides and maintains the infrastructure needed to achieve conformity to product requirements. Infrastructure includes, as applicable:

a) buildings, workspaces, and associated utilities

b) process equipment

c) supporting services (transportation or communication)

6.4 Work Environment

Capacity of Texas determines and manages the work environment to the level needed to achieve conformity to product requirements.

7 Product Realization

7.1 Planning of Product Realization

RESPONSIBILITY & AUTHORITY

Vice President of Operations

Capacity of Texas plans and develops the processes needed for product realization. Planning of product realization is consistent with the requirements of other processes of the quality management system.

In planning for product realization, Capacity of Texas determines the following, as appropriate:

a) quality objectives and requirements for the product

b) the need to establish processes, documents, and provide resources specific to the product

c) required verification, validation, monitoring, inspection and test activities specific to the product and the criteria for product acceptance

d) records needed to provide evidence that the realization processes and resulting product meet requirements are maintained. Refer to Quality Assurance Procedure QAP 4.2.4.

7.2 Customer-Related Processes

RESPONSIBILITY & AUTHORITY

Director of Sales & Marketing

7.2.1 Determination of Requirements Related to the Product

Capacity of Texas determines:

a) requirements specified by the customer, including the requirements for delivery and post-delivery activities

b) requirements not stated by the customer but necessary for specified or intended use, where known by Capacity of Texas

c) statutory and regulatory requirements related to the product

d) any additional requirements determined by Capacity of Texas

7.2.2 Review Requirements Related to the Product

Capacity of Texas reviews the requirements related to the product prior to committing to supply the product to the customer and ensures that

a) product requirements are identified

b) contract or order requirements differing from those previously specified are resolved

c) Capacity of Texas has the capability to meet the defined requirements

Records of reviews are maintained. Refer to Quality Assurance Procedure QAP 4.2.4.

7.2.3 Customer Communication

Capacity of Texas determines and implements effective arrangements for communicating with customers in relation to:

a) product information

b) inquiries, contracts or order handling, including amendments

c) customer feedback including customer complaints

7.3 Design and Development

RESPONSIBILITY & AUTHORITY

Director of Engineering

7.3.1 Design and Development Planning

Capacity of Texas plans and controls the design and development of product. During design and development planning, Capacity of Texas determines:

a) Design and development stages

b) The review, verification, and validation that is appropriate to each design and development stage

c) The responsibilities and authorities for design and development

7.3.2 Design and Development Inputs

Inputs related to process requirements are determined and records are maintained. Design inputs include the following:

a) functional and performance requirements

b) appropriate statutory and regulatory requirements

c) information from previous, similar designs

d) other requirements essential for design and development

Design inputs are reviewed for adequacy.

Requirements are complete, unambiguous and do not conflict with each other.

7.3.3 Design and Development Outputs

Product and process design and development outputs are provided in a form that enables verification against Product and process design and development inputs and are approved prior to release.

Product and process design and development outputs:

a) meet input requirements

b) provide appropriate information for purchasing, production and service provision

c) contain or reference product acceptance criteria

d) specify the characteristics of the product that are essential for its safe and proper use are approved prior to release.

7.3.4 Design and Development Review

Design and development is reviewed at suitable stages to:

a) evaluate the ability of the results of Product and process design and development to meet requirements

b) identify any problems and propose corrective actions

Reviews include representatives from all functions concerned with design. Reviews are documented during Product Realization Planning.

7.3.5 Design and Development Verification

Design and development verification is performed according to planned arrangements to ensure that the design and development outputs have met the design and development input requirements.

Records of design verification are maintained within the Product Realization Planning process.

7.3.6 Design and Development Validation

Process design and development validation is performed according to planned arrangements to ensure that the resulting product is capable of meeting requirements for the specified application or intended use.

Where practicable, design validation is completed prior to delivery or implementation of the product.

Records of design verification are maintained within the Product Realization Planning process.

7.3.7 Control of Design and Development Changes

Product and process design and development changes are identified and records are maintained. Changes are reviewed, verified and validated – as appropriate – and approved prior to implementation.

The review includes the impact of the change on constituent parts and product already delivered. Changes may necessitate a Product/process approval from the customer.

7.4 Purchasing

RESPONSIBILITY & AUTHORITY

Materials Manager

7.4.1 Purchasing Process

Capacity of Texas ensures that purchased products conform to specified purchase requirements.

The type and extent of control applied to suppliers is dependent on the effect of the purchased product on subsequent product realization or the final product.

Capacity of Texas evaluates and selects suppliers based on their ability to supply product in accordance with requirements.

Records of supplier evaluation and necessary action resulting from supplier evaluation are maintained according to the Record Retention Matrix.

7.4.2 Purchasing Information

Purchasing information describes the product to be purchased, including – where appropriate:

a) requirements for approval of the product

b) requirements for qualification of personnel

c) quality management system requirements

Capacity of Texas ensures the adequacy of specified purchase requirements prior to communication to the supplier.

7.4.3 Verification of Purchased Product

Capacity of Texas has implemented verification activities suitable to verify purchased product. If verification is to be performed at the supplier's premises it is stated on the purchasing documentation detailing verification arrangements and method of product release.

7.5 Product and Service Provision

RESPONSIBILITY & AUTHORITY

Management Responsibility

7.5.1 Control of Product and Service Provision

Capacity of Texas plans and carries out production and service provision under controlled conditions. Controlled conditions include – as appropriate:

a) the availability of information that describes the characteristics of the product

b) the availability of work instructions – as necessary

c) the use of suitable equipment

d) the availability of monitoring and measurement devices

e) the implementation of monitoring and measurement

f) the implementation of release, delivery and post delivery activities

7.5.2 Validation of Processes for Production and Service Provision

Capacity of Texas validates all production processes including those where the resulting output cannot be verified by subsequent monitoring or measurement. This includes any process where nonconformance's become apparent only after the product is in use.

Validation demonstrates the ability of such processes to achieve the planned results.

Capacity of Texas establishes validation arrangements for these processes which include – as applicable:

a) defined criteria for review and approval of the processes

b) approval of equipment and qualification of personnel

c) use of specific methods and procedures

d) requirements for records

e) revalidation of these processes

7.5.3 Identification and Traceability

Capacity of Texas identifies the product by suitable means throughout product realization.

Capacity of Texas also identifies – by suitable means – what measurements and tests have been completed on the product, and the status of the product relative to those activities.

Currently, traceability is not required. If traceability is required, records are maintained according Quality Assurance Procedure QAP 4.2.4.

7.5.4 Customer Property

Capacity of Texas exercises care with customer property (including tooling, gaging, and returnable packaging) while it is under the facility's control.

Capacity of Texas identifies, verifies, protects, and safeguards customer property that is provided for use or incorporation into the product.

If customer property is lost, damaged, or otherwise found to be unsuitable for use, it is reported to the customer and records are maintained.

7.5.5 Preservation of Product

Capacity of Texas preserves the conformity of product during internal processing and – where contractually required – delivery to the intended destination.

Preservation of product includes identification, handling, packaging, storage, and protection.

Preservation also applies to the constituent parts of a product.

7.6 Control of Monitoring and Measuring Devices

RESPONSIBILITY & AUTHORITY

Management Representative

Capacity of Texas determines the monitoring and measurement to be performed, and the devices needed to provide evidence of conformance of product to specified requirements.

Capacity of Texas establishes processes to ensure that monitoring and measurement can be carried out and are carried out in a manner that is consistent with monitoring and measurement requirements.

Where necessary to ensure valid results, measuring equipment is:

a) calibrated or verified at specified intervals, or prior to use, against measurement standards traceable to international or national measurement

standards; where no standard exists, the basis used for calibration or verification is documented

b) adjusted or re-adjusted as necessary

c) identified to enable the calibration status to be determined

d) safeguarded from adjustments that would invalidate the measurement result

e) protected from damage and deterioration during handling, maintenance and storage

In addition, Capacity of Texas assesses and records the validity of previous measurement results when equipment is found not to conform to calibration requirements. Appropriate corrective action is taken on the equipment and any product affected.

When used in the monitoring and measurement of specified requirements, the ability of computer software to satisfy the intended application is confirmed and re-confirmed on a periodic basis.

Refer to the Record Retention Matrix.

8 Measurement Analysis and Improvement

RESPONSIBILITY & AUTHORITY

Management Representative

8.1 General

Capacity of Texas plans and implements the monitoring, measurement, analysis and improvement processes needed to:

a) demonstrate conformance of the product

b) ensure conformance of the quality management system

c) continually improve the effectiveness of the quality management system

This includes determination of appropriate methods, including statistical techniques, and the extent of their use.

8.2 Monitoring and Measurement

8.2.1 Customer Satisfaction

Capacity of Texas monitors information relating customer perception of whether customer requirements have been met.

8.2.2 Internal Audit

Capacity of Texas conducts internal audits at planned intervals to determine if the quality management system:

a) conforms to planned arrangements

b) is effectively implemented and maintained

The audit program is planned based on the status and importance of the processes, the areas to be audited, and results of previous audits.

The audit criteria, scope, frequency, and methods are defined in Quality Assurance Procedure QAP 8.2.2.

Auditors are selected to ensure objectivity of audit results and are independent of the area being audited.

Internal audit records are maintained according Quality Assurance Procedure QAP 4.2.4.

Responsibilities and requirements for planning and conducting audits and for reporting results and maintaining audit records are defined in Quality Assurance Procedure QAP 8.2.2.

The management responsible for the area being audited ensures that actions are taken – in a timely manner – to eliminate detected nonconformances and associated causes. Follow up activities include verification of the actions taken and reporting of verification results.

Refer to Quality Assurance Procedure QAP 8.2.2.

8.2.3 Monitoring and Measurement of Processes

Suitable methods are applied to monitor and – where applicable – measure quality management system processes. These methods demonstrate the ability of the processes to achieve planned results.

When planned results are not achieved, corrective action is taken to assure conformance of the product. Refer to Quality Assurance Procedure QAP 8.3.

8.2.4 Monitoring and Measurement of Product

Product characteristics are measured and monitored to verify that product requirements have been met. This is done at appropriate stages of product realization in accordance with planned arrangements.

Records of conformance with the acceptance criteria and the person responsible for the release of the product are maintained according Quality Assurance Procedure QAP 4.2.4.

Product is not released until planned monitoring, measurements, and other arrangements have been satisfactorily completed unless approved by the Management Review Board (MRB) and – where applicable – by the customer. Refer to Quality Assurance Procedure QAP 8.3.

8.3 Control of Nonconforming Product

RESPONSIBILITY & AUTHORITY

Director of Quality

Product that does not conform to specified requirements is identified and controlled to prevent its unintended use or delivery. Controls and related responsibilities and authorities for the disposition of nonconforming product are defined in Quality Assurance Procedure QAP 8.3.

Nonconforming product is dispositioned in one or more of the following ways:

a) take action to eliminate the detected nonconformance

b) authorize its use, release, or acceptance under concession by a relevant authority, and – where applicable – by the customer

c) take action to preclude its original intended use or application

Records of the nature of the nonconformance, and any actions taken – including concessions obtained – are maintained according to Quality Assurance Procedure QAP 4.2.4.

When nonconforming product is corrected, it is subject to re-verification to demonstrate conformance to requirements.

When nonconforming product is detected after delivery action is taken appropriate to the effects, or potential effects, of the nonconformance.

8.4 Analysis of Data

RESPONSIBILITY & AUTHORITY

Management Representative

Appropriate data is collected and analyzed to demonstrate suitability and effectiveness of the quality management system and to evaluate where continual improvement of the effectiveness of the system can be made.

Data includes results of monitoring and measurement and other relevant resources.

The analysis of data provides information in the following areas:

a) customer satisfaction

b) conformance to product requirements

c) characteristics and trends of processes and products including opportunities for preventive action

d) suppliers

Refer to the Lean Metrics and corresponding performance and analysis results (graphs).

8.5 Improvement

RESPONSIBILITY & AUTHORITY

Management Representative

8.5.1 Continual Improvement

Capacity of Texas continually improves the effectiveness of the quality system through the use of the quality policy, quality objectives, audit results, analysis of data, corrective and preventive actions and management review.

8.5.2 Corrective Action

Actions are taken to eliminate the cause of nonconformances and to prevent recurrence. Corrective actions are appropriate to the effects of the nonconformance.

Requirements are defined for:

a) reviewing nonconformance's (including customer complaints)

b) determining the causes of nonconformances

c) evaluating the need for action to ensure that nonconformances do not recur

d) determining and implementing action needed

e) recording results of actions taken (refer to Quality Assurance Procedure QAP 4.2.4)

f) reviewing corrective action taken

8.5.3 Preventive Action

Actions are determined to eliminate the causes of potential nonconformances in order to prevent their occurrence. Preventive actions are appropriate to the effects of the potential problems.

Requirements are defined for:

a) determining potential nonconformances and their causes

b) evaluating the need for action to prevent occurrence of nonconformances

d) determining and implementing action needed

e) recording results of actions taken (refer to the Record Retention Matrix)

f) reviewing preventive action taken

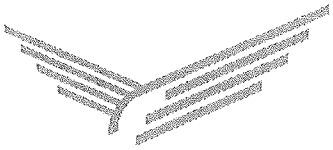
Refer to QAP 8.5.3.

REFERENCE DOCUMENTS

QAP 4.2.3 – Control of Document
QAP 4.2.4 – Control of Records
QAP 8.2.2 – Internal Audits
QAP 8.3 – Control of Nonconforming Product
QAP 8.5.2 – Corrective Action
QAP 8.5.3 – Preventive Action

DISTRIBUTION

Accessed Electronically



AMERI

Vehicle Specifications for Dodge Lowered-Floor Paratransit Minivan 04/01/2015

The purpose of these specifications is to describe a production minivan, built by the OEM and modified by a second-stage manufacturer. Its intended use is as a paratransit vehicle, providing transportation for ambulatory passengers and having capability to accommodate one (1) or two (2) wheelchair passengers.

Definitions and abbreviations commonly used throughout this document includes:

"Agency"	the name of the transit provider or the requesting entity
"Contractor"	the name of the successful bidder that is awarded a Contract by the agency to provide the equipment Described in these specifications
"FMVSS"	Federal Motor Vehicle Safety Standard
"GVWR"	gross vehicle weight rating
"GAWR"	gross axle weight rating
"Manufacturer"	an individual, partnership, or corporation duly registered with the U.S. Department of Transportation, National Highway Traffic Safety Administration, per 49CFR, Part 566.
"OEM"	the manufacturer of the vehicle chassis

Each vehicle delivered by the contractor must meet, or exceed all of the specifications contained in this "Invitation for Bid" and must meet the requirements of the Americans with Disabilities Act, 49CFR.

Upon the request of the agency, the contractor shall present test reports which substantiate the vehicle being offered complies with all applicable FMVSS regulations.

Upon request by the agency, the contractor shall present a copy of the report indicating the results of the vehicle test performed by the Altoona Bus Testing Center on a vehicle representing the current configuration.

The body length, width, wheelbase, and all other critical dimensions, as well as seating capacity shall be specified on the floor plan(s) referenced and attached to the "Invitation for Bid".

All standard and common features, some related to safety and others to driver and passenger convenience, which are generally provided in a paratransit vehicle without stipulation shall be furnished. These features include but are not limited to: adjustable instrument panel lights, interior sun visors, exterior backup lamps, variable speed windshield wipers, rear window wiper, front and rear washers, windshield defroster, coolant recovery system, horn, interior and exterior mirrors, etc. Standard and other common features if not specifically stated shall not be interpreted as items that can be deleted to reduce the vehicle price or to provide a bidding advantage.

Used, demonstration, shop worn, or prototype vehicles will not be accepted.

General OEM Chassis Specification

Dimensions:

1.	Minimum wheelbase	121.2 inches
2.	Minimum overall length	202.5 inches
3.	Minimum overall width	76.9 inches
4.	Minimum interior floor width at center of side sliding door	68.0 inches

Load capacities:

5.	Minimum GVWR of	6050 pounds
6.	The vehicle shall have a minimum payload of	1000 pounds
7.	The front GAWR shall be	2950 pounds
8.	The rear GAWR shall be	3100 pounds

Engine:

9. Shall be V-6 design with minimum cylinder displacement of 3.3 liters.

Cooling system:

10. Shall use a thermostatically controlled fan.
11. Shall be filled with permanent ethylene glycol base antifreeze for engine protection to –20 degrees Fahrenheit.

Transmission:

12. 4-speed overdrive automatic transaxle minimum

Suspension:

13. The vehicle shall utilize the OEM front MacPherson struts and steering components.
14. The rear suspension will utilize the SER OEM Load leveling / Height Control system

Steering:

15. Shall be power-assisted, rack and pinion type with a tilt steering wheel

Brakes:

16. Shall be power-assisted, 4 wheel disc anti-lock type

Sliding doors:

17. Vehicle shall be equipped with dual, sliding side doors
    -door track shall utilize OEM fastening system (no welding of the track to pan)
    -track shall be easily removed from the side of the track pan without removing cover or flooring (remove 5 OEM nuts and track will drop down and pull out side of pan)
    -door shall utilize OEM type hold open bracket to keep door from closing when parked down a hill

Wheels and tires:

18. Tires shall be tubeless, radial design, black sidewall, P225/65R16 or larger as recommended by the OEM for GVWR compatibility.
19. A compact spare tire shall be included along with jack and lug wrench

Bumpers:

20. Shall use original OEM front and rear painted bumpers.

Electrical System:

21. Shall use a single minimum 600 cold cranking amp battery
22. Shall use minimum 160 amp rated alternator

Instrumentation: Shall include the following:

23. Speedometer with odometer and trip odometer with reset feature.
24. Fuel gauge
25. Oil pressure gauge or indicator

Glass:

26. The windshield shall be OEM deep tinted from the upper frame to 6" down as measured from outside the vehicle.
27. All side and rear glass excluding the driver and passenger front doors shall be OEM deep tinted. No after market film will be accepted.

Exterior Lighting:

28. All exterior OEM lights, to include headlights, parking lights, tail and brake lights, turn signals, clearance lights, backup lights, daytime running lamps, and rear collision avoidance light shall be used

Heating and Air Conditioning System:

29. A dual front / rear OEM air conditioning / heating system shall be used
30. This unit shall have separate fan controls, (3 speed minimum), for the front and rear.
31. The defroster shall be capable of clearing all moisture from the windshield and side glass of each front door.
32. The rear electric defroster shall be maintained.

Conversion Specifications

Dimensions:

33.	Maximum height, (without luggage rack)	73.0 inches
34.	Maximum height, (with luggage rack)	76.0 inches
35.	Minimum height, (floor to ceiling at center, no overhead console)	60 inches
36.	Maximum height of floor at ramp door	11 inches
37.	Minimum ramp door opening usable height	56 inches
38.	Minimum clear ramp door opening width	33 inches
39.	Minimum wheelchair ramp length	54 inches
40.	Minimum wheelchair ramp usable width	31 inches
41.	Minimum ground clearance, (measured from frame, empty)	7 inches
42.	Minimum ground clearance, (measured from frame, loaded to GVWR)	5.5 inches
43.	Minimum passenger compartment length, (measured from rear of driver's seat base to rear seat riser)	55 inches

Body:

44. The structure shall be adequately reinforced at all joints and corners to carry loads up to the GVWR.
45. Shall be able to withstand road shock under normal driving conditions without deformation or separation.
46. Shall be tightly sealed to eliminate drafts and water leaks at body, floor, and roof joints.
47. The vehicle shall be fully undercoated with a non-flammable material.
48. The vehicle, at maximum GVWR, at static conditions with any one wheel on a 6 inch high block or in a 6 inch deep hole, shall not exhibit deformation or deflection that impairs operation of doors, windows, wheelchair ramp, or other mechanical elements.

Paint:

49. Modified exterior surfaces requiring painting shall be thoroughly

de-greased, primed, and painted with a high-grade automotive paint matching the OEM mixture.

Fuel Cell:

50. Shall have a capacity of 20 gallons
51. Fuel System to be OEM tank w/ OEM fuel sender
52. Shall be approved by DOT, EPA, and CARB, (California Air Resource Board).

After Market Suspension Modifications: ----OPTIONAL

53. Shall utilize an automatic, load-leveling air-ride system featuring an OEM quality air compressor and air struts.
54. Shall incorporate electronic level sensor for reduced body roll.
55. Shall be able to maintain a minimum ground clearance of (5) inches, as measured from frame), under all load conditions up to the GVWR limits.
56. Shall maintain OEM front drive axle specifications for the operating angle of the constant velocity, (CV), joints.
57. A complete 4-wheel suspension alignment shall be performed by the manufacturer following conversion.

Lowered Floor:

58. The OEM floor shall be lowered 14 inches from the base of the firewall to the area immediately in front of the rear axle.
59. This assembly shall be stainless steel metal, (16gauge minimum), able to meet or exceed the 1000 hour salt spray rating.
60. Shall be joined to the body frame members in a manner that provides a leak-proof floor.
61. The floor shall be lowered through the threshold of each sliding door, while the door itself shall be extended to seal.

Flooring Covering:

62. A vapor-insulating barrier of 1/2" marine grade plywood shall be applied over the lowered metal floor.
63. The flooring shall be laid without gaps or openings.
64. Seams shall be filled with color matching material so as to be tight against any influx or seepage of moisture.
65. The floor covering shall be thoroughly cemented into position throughout the entire area.
66. Flooring manufacturer shall approve the flooring cement or adhesive.
67. The floor covering shall be transit grade GerFlor or approved equal.

Wheelchair Ramp Door:

68. The door shall be located on the right side of the vehicle.
69. Shall be a single, rearward sliding type.

Wheelchair Ramp:

70. Shall be hinged, manually operated, fold up, formed aluminum design.
71. Shall have a 60 grit powder coat bonded to the walking surface.

72. Shall incorporate a latching, swing-away feature to allow ambulatory passengers to easily pass through the right sliding door with the ramp folded.
73. Shall use dual spring resistance to control the rate of movement as it folds and unfolds.
74. Shall not block any part of the door glass while in the stowed position.

Wheelchair Positions and Securement:

75. The vehicle shall have (2) forward facing wheelchair positions as indicated on the floor plan.
76. A wheelchair securement system shall be provided to hold wheelchairs in the prescribed positions.
77. The securement system shall be Q Straint or an approved equal.
78. The securement system shall utilize recessed anchor points in the floor, which provide 4 points of securement, 2 in front of the wheelchair and 2 behind the wheelchair.
79. No anchor points shall project more than 1/8 of an inch above the finished floor.
80. The securement system shall be adjustable and be capable of accommodating a wide variety of commonly used wheelchair types.
81. A wheelchair passenger restraint system shall be provided to secure the wheelchair user.
82. Passenger restraint belts and latches shall be provided for all seating positions.
83. The entire securement and restraint system shall comply with all applicable state and federal regulations.
84. All wheelchair securement and restraints shall comply with the applicable regulations under the California Code of Regulations, Title 13, Section 129.

Storage:

85. The storage area behind the third row seat under the tub cover contains the compact spare, safety triangles and first aid kit.

86. The fire extinguisher is mounted to the driver seat base.

Insulation:

87. A flame-retardant insulation material equivalent to that supplied by the OEM shall be used to provide sound absorption and a thermal barrier.

Interior:

88. The interior shall provide a pleasant, aesthetically pleasant environment.
89. Interior walls and headliner shall provide a finish that is durable, easily cleaned, and coordinates with the overall interior scheme of the vehicle.

Seating:

90. The seating arrangement shall be as indicated by the attached floor plan.
91. All seats shall be covered with the same material.
92. A fixed driver's seat shall meet the following criteria:
    -fore and aft adjustment of at least 8 inches.
    -and shall recline

-shall be equipped with a receiver buckle for a 3-point lap/shoulder restraint belt.

93. Fixed front passenger seat, (if applicable)
-shall have forward and aft adjustability of 8 inches.
-and shall recline
-shall be equipped with a receiver buckle for a 3-point lap/shoulder restraint belt.

94. Removable front passenger seat, (if applicable)
-the seat shall be removable so a wheelchair passenger can occupy the front seat location.
-the seat shall be mounted on a base with wheels for the ease of removal and installation.
-the seat shall be secured to the floor by means of (4) OEM seat latches mounted on the seat base and (4) mating OEM seat attachment pockets in the floor.
-the seat shall incorporate a latch-release mechanism operated by means of a single, quick-release foot pedal connected to the latch.
-the seat shall be equipped with a receiver buckle for a 3-point lap/shoulder restraint belt.
-a 4-point wheelchair securement system, which also will accommodate a 3-point lap/shoulder restraint belt, will be installed at this location.

95. Middle fold-up (2) passenger seat, (if applicable):
-shall consist of a single pedestal supporting frame of tubular steel, with a folding mechanism and base plate.
-the seat shall be secured to the floor of the vehicle by (4) bolts passing through the base plate and the floor.
-the back of the seat shall be hinged at the bottom edge so that it can fold forward and flat against the seat cushion.
-the seat shall be designed so that, by lifting the right end of the cushion, the seat and frame can be folded and latched in an "on-end" position adjacent to the left side wall of the vehicle.
-the seat shall weigh no more than 85 pounds and, when folded, shall not extend more than 15 inches from the wall into the passenger area.
-the seat shall be equipped with restraint belts for 2 people.
-the seat shall meet the requirements of FMVSS 207 and evidence thereof shall be provided by the contractor on request of the agency.

96. Rear bench seat:
-the standard, OEM 3-passenger 60/40 split rear bench seat shall be utilized, passenger restraint belts and latches will be in place for each designated seating position. NOTE: This becomes a 2 passenger seat if a middle 2 passenger foldaway is installed.

97. Emergency exit:
-there shall be an inside rear door release handle to facilitate exiting the vehicle through the rear door in an emergency.
-the rear door shall be clearly marked as an emergency exit with instructions as well

Rear Air Conditioning Modifications:

98. Any modifications or alterations to the system shall use components that meet or exceed OEM specifications.
99. Modifying the system by simply re-bending or re-configuring the existing OEM tubes and/or hoses is not acceptable.
100. All refrigerant lines shall be corrosion resistant.

Electrical:

101. Wiring shall comply with the following provisions:
    -all wiring other than the provided by the chassis OEM shall be PVC or better insulated and color coded for positive identification.
    -precautions shall be taken to prevent damage from heat, water, solvents, and chafing by proper routing, clamping, and the use of grommets or suitable elastomeric cushion materials.
    -all vehicles shall be wired identically
    -complete wiring schematic diagrams shall be furnished covering all electrical equipment and circuitry, complete with wiring color codes.

102. Interior lighting:
    -lighting producing a minimum of 2-foot candles of illumination on entrance ramp area shall be provided
    -wheelchair ramp area lighting shall be activated whenever the door is open
103. Exterior lighting:
    -all exterior lighting shall be in accordance with Federal Motor Carrier Safety Regulations (393.12).
    -all lights have sufficient excess wire to allow the light, or bulb, to extend a minimum of 6 inches beyond its normal mounting position for service purposes.
    -all lights shall be grounded to vehicle body or chassis frame.
    -all lights and fixtures shall be sealed from moisture.

Safety Equipment:

104. Back-up alarm:
    -an electrically operated device that produces an intermittent audible signal when the vehicle's transmission is shifted to reverse shall be provided.
    -the alarm shall meet or exceed SAE J994B standards.
105. Vehicle Interlock:
    -The ENC Interlock is designed to ensure the vehicle cannot be moved when the curb side slide door is open. This fully automatic Solid State Microprocessor is designed with an LED display panel back lit to show the operator the status of the systems. Interlocked with the Brakes – Transmission – Doors, the program will not allow the operator to drive off with the Park Brake engaged. One special function of this module insures the chassis must be in park to start, "Park Crank Only". The ENC Interlock has been designed to meet ADA Title 49 Lift Requirements

Safety Equipment: ---- OPTIONAL

106. First aid kit:

-a 10 unit or greater kit shall be provided.
-shall be located in rear storage tub.

107. Fire extinguisher
-a 2.5 pound or greater type BC unit shall be provided
-shall be secured by means of a mounting bracket to the driver seat base.

108. Reflectors:
- (3) folding triangular red reflectors with storage box shall be provided
-the storage box shall be located in the rear of the vehicle in the rear storage tub.

Miscellaneous items:

109. Delivery:
-all vehicles shall be serviced prior to delivery in accordance with the OEM and manufacturer's new vehicle pre-delivery service requirements.

110. Vehicle registration:
-the contractor shall provide all necessary documents to enable the purchasing agency to register the vehicle in the state of its choice.
-registration and licensing fees shall not be included in the bid price, as those costs will be born by the purchasing agency.

111. Manuals:
-in addition to the vehicle OEM owner's manual, a manual prepared by the manufacturer which contains all of the pertinent operating and service instructions shall be provided with each vehicle.
-the instructions will cover all components and accessories added or modified during the conversion including the wheelchair ramp.

112. Conversion warranty:
-the conversion shall be warranted against "rust through" damage, (excluding surface rust), to metal components of the installed floor and ramp, by replacement or repair, for a period of (7) years or 70,000 miles, whichever should occur first.

-all other components of the conversion shall be warranted, by repair or replacement, for a period of 36 months from the in-service date or 36,000 miles, whichever occurs first.
-maintenance items, diagnostic work, and troubleshooting labor shall not be covered.
-the warranty shall be transferable upon the sale of the vehicle within the warranty period with the condition the information pertaining to the seller and the buyer is provided to the manufacturer within (30) days of the date of the sale.

113. Ignition/door locks and keys:
-the OEM standard keyed ignition switch and door locks shall be used.
- (2) Sets of keys shall be provided with each vehicle.

Options: (ask for quotes)

114. Full vinyl seating
115. Fold-Away Rear Seat Footrest- Full width, steel footrest for rear seat passengers with positive up/down positions, manually operated. Top of footrest is 8.25" above the floor. Powder coated to match interior floor/trim color (gray or tan).
116. Body side cladding
117. Body side cladding with lighted step at Driver and Co-pilot doors

ELDORADO MOBILITY

ELDORADO MOBILITY REV GROUP

ElDorado Mobility

Amerivan - Chrysler / Dodge - 2017

Date: 28 Dec 2014 Rev: _____ By: Greg Larsen
Engineering, Standard Compliance

F/CMVSS Number	Title	Level of compliance Discussion of results of review	Required documentation Method of demonstrating compliance
101	**Location and Identification of Controls and Displays**	The vehicle meets F/CMVSS 101 requirements.	No alterations are made to the OEM controls and displays as provided by the vehicle manufacturer. OEM pass through.
102	**Transmission Control Functions**	The vehicle meets F/CMVSS 102 requirements.	No alterations are made to the OEM transmission control system as provided by the vehicle manufacturer. OEM pass through.
103	**Windshield Defrosting and Defogging**	The vehicle meets F/CMVSS 103 requirements.	No alterations are made to the OEM defrosting and defogging system as provided by the vehicle manufacturer. OEM pass through.
104	**Windshield Wiping and Washing System**	The vehicle meets F/CMVSS 104 requirements.	No alterations are made to the OEM windshield wiping and washing system as provided by the vehicle manufacturer. OEM pass through.
106	**Brake Hoses**	The vehicle meets F/CMVSS 106 requirements.	No alterations are made to the OEM brake hoses as provided by the vehicle manufacturer. OEM pass through.
108	**Lighting Systems and Retroreflective Devices**	The vehicle meets CMVSS 108 requirements.	No alterations are made to the OEM required exterior lighting equipment as provided by the vehicle manufacturer. OEM pass through.
110	**Tire Selection and Rims for Vehicles Under 4536 Kilograms GVWR**	The vehicle meets F/CMVSS 120 requirements.	No changes are made to OEM wheels or tires. Tires are returned to the original location on the vehicle after vehicle alteration is complete.
111	**Mirrors**	The vehicle meets F/CMVSS 111 requirements.	No alterations are made to the OEM rear view mirrors as provided by the vehicle manufacturer. OEM pass through.
113	**Hood Latch System**	The vehicle meets F/CMVSS 113 requirements.	No alterations are made to the OEM hood latch system as provided by the vehicle manufacturer. OEM pass through.
114	**Theft Protection**	The vehicle meets F/CMVSS 114 requirements.	No alterations are made to the OEM theft protection system as provided by the vehicle manufacturer. OEM pass through.

F/CMVSS Number	Title	Level of compliance Discussion of results of review	Required documentation Method of demonstrating compliance
115	**Vehicle Identification Number**	The vehicle meets CMVSS 115 requirements.	The Vehicle Identification Number (VIN) provided by the OEM is not removed or altered in any way.
116	**Motor Vehicle Brake Fluids**	The vehicle meets F/CMVSS 116 requirements.	No alterations are made to the OEM brake fluid. Added fluid is DOT 3 and is dispensed from a clean container.
118	**Power Operated Window, Partition and Roof Panel Systems**	The vehicle meets F/CMVSS 118 requirements.	No alterations are made to the OEM power operated window, partition, or roof panel systems as provided by the OEM manufacturer. OEM pass through.
124	**Accelerator control systems**	The vehicle meets F/CMVSS 124 requirements.	No alterations are made to the OEM accelerator control system as provided by the vehicle manufacturer. OEM pass through.
126	**Electronic Stability Control**	The Vehicle meets F/CMVSS 126 requirements	No alterations are made to the electronic stability control system as provided by the vehicle manufacturer. OEM pass through.
135	**Hydraulic and Electric Brake Systems**	The vehicle meets F/CMVSS 135 requirements.	No alterations are made to the OEM hydraulic brake system as provided by the vehicle manufacturer. OEM pass through.
201	**Occupant Protection**	The vehicle meets F/CMVSS 201 requirements.	No alterations are made to the OEM occupant protection system as provided by the vehicle manufacturer in the target area. OEM pass through.
202	**Head Restraints**	The vehicle meets F/CMVSS 202 requirements.	No alterations are made to the OEM Head restraint system as provided by the vehicle manufacturer. OEM pass through.
203	**Driver Impact Protection**	The vehicle meets F/CMVSS 203 requirements.	No alterations are made to the OEM driver impact protection system as provided by the vehicle manufacturer. OEM pass through.
204	**Steering Control Rearward Displacement**	The vehicle meets F/CMVSS 204 requirements.	Only slight alterations are made to the OEM steering control system provided by the vehicle manufacturer. Tests conducted have demonstrated successful completion of Standard 204.
205	**Glazing Materials**	The vehicle meets F/CMVSS 205 requirements.	No alterations are made to the OEM glazing as provided by the vehicle manufacturer. OEM pass through.
206	**Door locks and door retention Components**	The vehicle meets F/CMVSS 206 requirements.	No alterations are made to the OEM door locks or door retention components supplied by the vehicle manufacturer. OEM pass through.
207	**Seating Systems**	The vehicle meets F/CMVSS 207 requirements.	No alterations are made to the OEM seats. Front seats are remounted in the original position on a pedestal. Rear seats are re-mounted using ENC mounts. Tests conducted have demonstrated successful completion of Standard 207.
208	**Occupant Restraint Systems in Frontal Impact**	The vehicle meets F/CMVSS 208 requirements.	No alterations are made to the OEM seat belt systems as provided by the vehicle manufacturer. OEM pass through.

F/CMVSS Number	Title	Level of compliance Discussion of results of review	Required documentation Method of demonstrating compliance
209	**Seat Belt Assemblies**	The vehicle meets F/CMVSS 209 requirements.	No alterations are made to the OEM seat belts as supplied by the vehicle manufacturer. OEM pass through.
210	**Seat Belt Anchorages**	The vehicle meets F/CMVSS 210 requirements.	Front seats are re-mounted to their original OEM positions, and mounted on pedestals. Tests conducted have demonstrated successful completion of Standard 210.
212	**Windshield Mounting**	The vehicle meets F/CMVSS 212 requirements	No alterations were made to the OEM windshield mounting system provided by the manufacturer. Tests conducted have demonstrated successful completion of Standard 212.
213	**Built-In Child Restraint System and Built-In Booster Cushions**	The vehicle meets F/CMVSS (213) 213.4 requirements	No built-in Child Restraint Systems are provided.
214	**Side Impact Protection**	The vehicle meets F/CMVSS 214 requirements	Tests conducted have demonstrated successful completion of Standard 214.
216	**Roof Crush Resistance**	The vehicle meets F/CMVSS 216 requirements	No alterations are made to the OEM roof or vehicle side as provided by the vehicle manufacturer. OEM pass through.
219	**Windshield Zone Intrusion**	The vehicle meets F/CMVSS 219 requirements	No alterations are made that would affect the windshield intrusion zone as supplied by the Manufacturer. Tests conducted have demonstrated successful completion of Standard 219.
301	**Fuel System Integrity**	The vehicle meets F/CMVSS 301 requirements	Tests conducted have demonstrated successful completion of Standard 301.
302	**Flammability of Interior Materials.**	The vehicle meets F/CMVSS 302 requirements.	No alterations are made to the OEM interior materials as provided by the vehicle manufacturer. OEM pass through. Tests conducted on added materials have demonstrated successful completion of Standard 302.
Owner manual		The vehicle is delivered with the original OEM owner's manual, and a supplement manual.	Supplemental owner's manual includes; name, contact numbers and a description of all alterations performed on the vehicle.

VAN_C-FMVSS Amvn-Dodge-Chrysler-VW_2013-1228

Greg Larsen
Engineering, Standard Compliance
ElDorado National-Kansas

July 11th, 2017
Date

ElDorado AeroElite

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ElDorado

FORT BEND COUNTY AEF290

AERO ELITE 290 (FORD)

Base Pads: #686 Newport Ash Gray Vinyl

2017 F550 XL FORD 201-6.7 V8-19500GVWR T/C

2018 CHASSIS PRICE USE 2%

DELIVERY DATE REQUIRED

MANUAL, USB CUSTOM BUILT PARTS----DIVIDED BY 17 UNITS

CUSTOM OVERALL ELEC WIRING SCHMTC, JUMP DRIVE EP4----DIVIDED BY 17 UNITS

TIRE VALVE EXTENSIONS, 6"

DRIVESHAFT GUARD, EXTRA AEF 201WB

SUSPENSION, MOR-RYDE AEF F550

FUEL SENDER ACCESS DIAM PLT AEF/AEN

ALUM FUEL FILL COVER OPTION AE

EXHAUST, AEF 3.5 SS 90 DIESEL

FAST IDLE, W/INTERLOCK F550 IM(PCOM) 2017+

IGNITION/DOOR. KEY ALIKE FORD

KEY, (1) ADDL EXT ENTRY DOOR (4)

KEY, (1) ADDL WC OR ENK REAR DOOR (4)

TOW HOOK, REAR 4-BOLT AEF

BUMPER, REAR HELP AEF

FLOOR STEEL, RAISED AEF290 225WB

DOOR, ENTRY A&M 30 ELEC AEF GVL

EXTERIOR ENTRY DOOR KEY LOCK KUBOTA

DOOR, REAR 32X54 LH IDOT GVL UPR/LWR WINDW

WINDOW PACKAGE, 41 X 29 STARQUEST TOP-T

HEATER 65K BTU SILICONE EP4

HEATER BOOSTER PUMP WITH ELECTRIC VALVE EP4

KEYLOCK, 2006 ELECTRICAL PANEL

HOUR METER, LIGHTED 5-DIGIT ANALOG EP4

BATTERY TRAY, KWIK ENC AT WITH 862

PD & BATTERY (2) G27 SLIDE TRAY EP4

VOLTMETER, WITH LIGHT EP4

ELECTRICAL SYSTEM EP4

HOOK OPT, COAT (FOLD-UP)

CABLINER, WITH STORAGE AEF

SEATBELT, FREEDMAN USR FEATHER (16)

SEAT, MID-BACK DOUBLE FREEDMAN (8)

SEAT COVER, LEVEL 4 (24)

SEATBELT, 79" LAP RETRACTABLE (8)

SEAT, AV GRAB HANDLE- PADDED (20)

FLOOR, 3/4" MARINE PLYWOOD

VERTICAL STITCHING OPTION (24)

STANCHION, VERT. W/MOD.PANEL

HANDRAIL, RIGHT ENTRY ASSIST

HANDRAIL, OVERHEAD (2)

GRAB HANDLE, DRVR EXT FD/CHEVY

ECHOVISION BACKUP SYSTEM EP4

REVERSE ALARM (102 DB) EP4

HATCH, TRANSPEC LP GRAY

MIRROR, ROSCO HEAT-REM-TURN AEF 11-

FIRST AID KIT, 16 UNIT

FIRE EXT & REFLECTOR KIT, 5#

LENS, WIDE ANGLE (REAR)

EXTER LED LTS PKG TURNS S60 W/CMBL (190-320)

LIGHT, LED DOME SUPER BRIGHT (3) EP4

LIGHT, UNDERHOOD LED EP4

LIGHT, LED EXTERIOR ENTRY DOOR EP4

REAR DOOR AJAR BUZZ & LIGHT, IDOT EP4

LIFT DOOR AJAR BUZZER, IN-GEAR EP4

PA, STANDALONE WITH HANDHELD MIC EP4

SPEAKER, EXTERNAL W/SWITCH EP4

SPEAKER, (4) EP4

PREWIRE, IGN-BATT-GND BEHIND DRIVER EP4

*** *REQUIRES A QUANTITY OF 4.*

FLOOR RUBBER, ALTRO 320 META (#0028891 GENOME)

STEP NOSING YELLOW ALTRO 30"

STANDEE LINE, 2 X 30 YELLOW ALTRO

HEADLINER, FEDERAL FOAM - AT/AE (STANDARD)

HEADKNOCKER PAD, 30" ENTRY DOOR

CAB UNDERCOAT OPTION

BODY FLUID CLEAN-UP KIT OPTION

JACK AND LUG WRENCH, 12 TON - FORD

WHEEL CHOCK - MOLDED RUBBER (2)

MODESTY PANEL, DRIVER

MODESTY PANEL, PADDED MST STYLE (EA) (3)

PANEL, DRIVERS PLEX .50 SMOKED

STOP REQUEST- PASS PULL CORD EP4

STOP REQUEST, SEAT MNT BUTTON EP4

*** *REQUIRES A QUANTITY OF 2.*

STOP REQUEST SIGN, FLUSH MT EP4

FABE BOX, DIAMOND XV W/2 VAULTS RH

BIKE RACK, SPORTWORKS DL2 FD OEM-HELP BUMPER

WHEELCHAIR DOOR, AT/AEF RSD FRT GVL

LIFT, RICON TITNM 34 X 54 (1000 LB) S5510 FRT

FLIPSEAT, FREEDMAN FOLD-A-WAY (4)

TIEDOWN BELT STORAGE BOX

EXTENSION, 12" SEATBELT (6)

RESTRAINT, Q-8100-A1-L, OMNI

RESTRAINT, Q-STRNT BELT CUTTER

LIGHT LED, SKIRT FLUSH OVAL LIFT EP4

LIGHT ABOVE LIFT. INTERIOR FLOOD LED- EP4

LIGHT, LED LIFT INT CEILING MOUNT EP4

DECALS, CUSTOM INTERIOR (QUOTE)

DECALS, SAF BI-LINGUAL SPANISH AE

CHASSIS TRANSFER FEE: $ 0

FORD MOBILITY: $ -0

FORD GOVMNT CON. (MUST HAVE FORD FIN #): $ -0

ENC CONCESSION ALLOWANCE: $ -0

FREIGHT TO HOUSTON TEXAS: $ 910

OEM DRIVER SEAT, COVERED W/ FACTORY COVER: $ 334

7132500F MIRROR 6X16

SOR-2868 - SEON SECURITY / SURVEILLANCE CAMERA SYSTEM

SOR-2875 AUTOMATIC VOICE ANNUNCIATION SYSTEM

SOR-2873 - LUMINATOR HORIZON SMT DEST SIGN

KELDERMAN AIR SUSPENSION

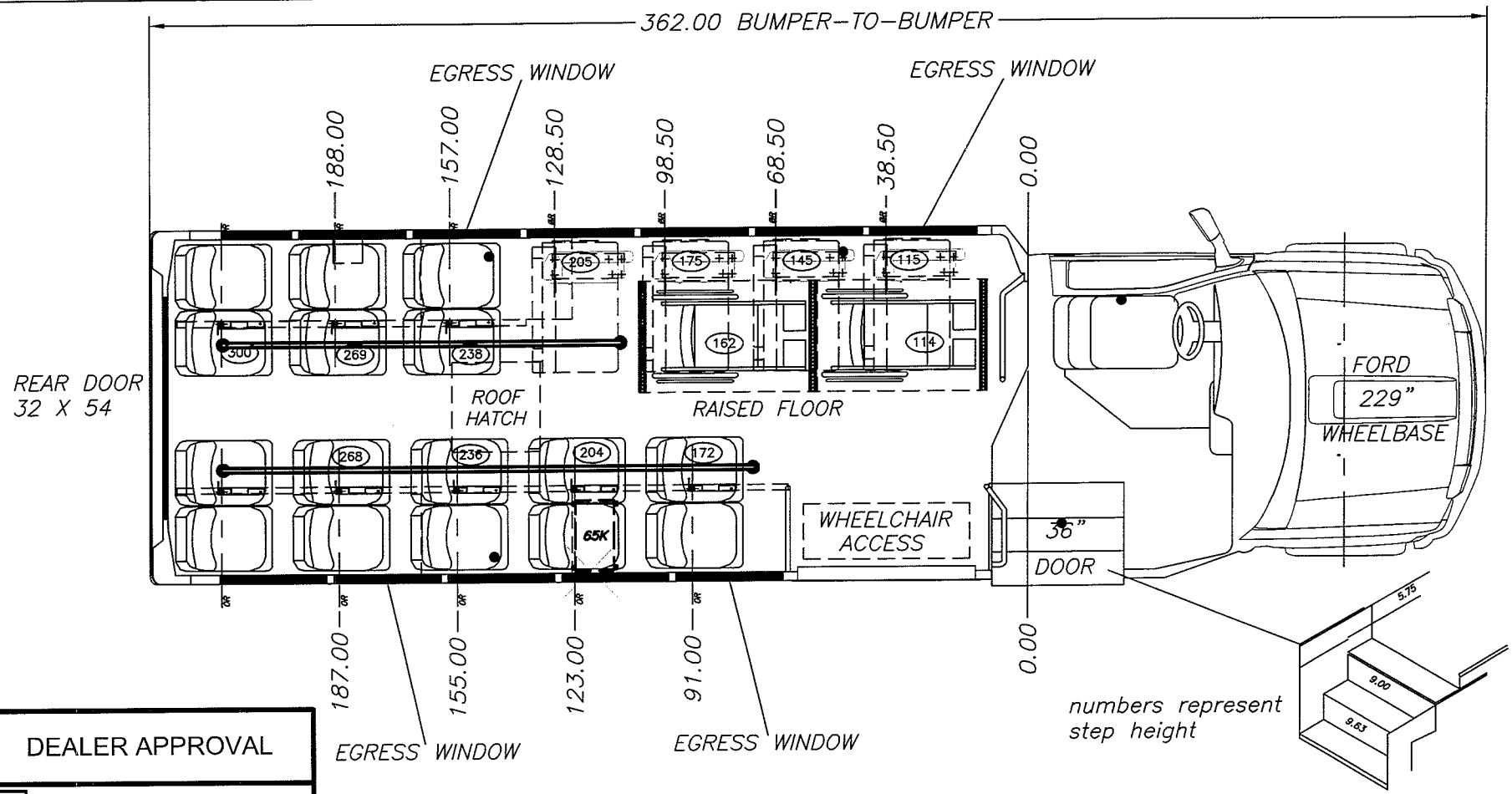
4128934H-SOR - ACT 91323S HD 125KBTU AEF DSL 2017

FREEDMAN - ABS BACK PER (1) (8)

DARRYL RICKAWAY
713-681-3600

800-342-8737
www.texasbussales.com

LEGEND
(95) = C/L FRONT AXLE TO PASS C.G.



DEALER APPROVAL
☐ APPROVED
X
CUSTOMER SIGNATURE

HIP TO KNEE MINIMUM IS 27.00"

• – LIGHT LOCATIONS

DO NOT SCALE DRAWING	DRAWING INFORMATION					
THIS DRAWING IS THE PROPERTY OF ELDORADO, A REV GROUP COMPANY, AND IS NOT TO BE DUPLICATED OR USED IN ANY WAY DETRIMENTAL TO THEIR BEST INTEREST. REV. 02/16	DRAWN:MILLER	CKD:				
	DATE: 8/5/16	SIZE:A				
	SCALE: 1/42	WGT:				
TOLERANCE UNLESS SPECIFIED						
SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")			–	JPM	8/5/16	RELEASE TO PRODUCTION
RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)			REV.	BY	DATE	DESCRIPTION

ELDORADO
REV GROUP
1655 WALL STREET
SALINA, KS. 67401

TITLE:
AERO ELITE 290 FORD F550
36" ENTRY DOOR / WC DOOR (FRONT)

UNIT NUMBER
AEF2908–DH10

PAGE
1 OF 1

Agreement RFP 17-044

ESTIMATE WEIGHT WORKSHEET

Unit Number: LN17072902
Date: 07/29/17
Dealer: TEXAS
Customer: FORT BEND
Description: AEF270, 24/20 PASS, 0/2 WC
Max capacity: 25

	FRONT (LBS)	REAR (LBS)	TOTAL (LBS)
Dry weight of unit (No passengers, no fuel)	6153	8379	14532
Curb weight of unit (No passengers, full fuel)	6120	8692	14812
Loaded weight of unit (Full passengers, full fuel)	6325	12237	18562
Vehicle Rating	**7000**	**14706**	**19500**
Overweight condition:	NO (675)	NO (2469)	NO (938)

Texas Bus Sales
Discover the difference.
Houston 713-681-3600 Texas Toll Free 800-342-8737

ElDorado

FORT BEND COUNTY AEF270

AERO ELITE 270 (FORD)

Base Pads: #686 Newport Ash Gray Vinyl

2017 F550 XL FORD 201-6.7 V8-19500GVWR T/C

2018 CHASSIS PRICE USE 2%

DELIVERY DATE REQUIRED

MANUAL, USB CUSTOM BUILT PARTS---DIVIDED BY 17 UNITS

CUSTOM OVERALL ELEC WIRING SCHMTC, JUMP DRIVE EP4---DIVIDED BY 17 UNITS

TIRE VALVE EXTENSIONS, 6"

DRIVESHAFT GUARD, EXTRA AEF 201WB

FUEL SENDER ACCESS DIAM PLT AEF/AEN

ALUM FUEL FILL COVER OPTION AE

EXHAUST, AEF 3.5 SS 90 DIESEL

FAST IDLE, W/INTERLOCK F550 IM(PCOM) 2017+

IGNITION/DOOR. KEY ALIKE FORD

KEY, (1) ADDL EXT ENTRY DOOR (4)

KEY, (1) ADDL WC OR ENK REAR DOOR (4)

TOW HOOK, REAR 4-BOLT AEF

BUMPER, REAR HELP AEF

FLOOR STEEL, RAISED AEF290 225WB

DOOR, ENTRY A&M 30 ELEC AEF GVL

EXTERIOR ENTRY DOOR KEY LOCK KUBOTA

DOOR, REAR 32X54 LH IDOT GVL UPR/LWR WINDW

WINDOW PACKAGE, 41 X 29 STARQUEST TOP-T

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VOLTMETER, WITH LIGHT EP4

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HOOK OPT, COAT (FOLD-UP)

CABLINER, WITH STORAGE AEF

FREEDMAN 12" USR BELT EXT

SEATBELT, FREEDMAN USR FEATHER (12)

SEAT, MID-BACK DOUBLE FREEDMAN (6)

SEAT COVER, LEVEL 4 (20)

SEATBELT, 79" LAP RETRACTABLE (8)

SEAT, AV GRAB HANDLE- PADDED (16)

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REVERSE ALARM (102 DB) EP4

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FIRE EXT & REFLECTOR KIT, 5#

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EXTER LED LTS PKG TURNS S60 W/CMBL (190-320)

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LIGHT, UNDERHOOD LED EP4

LIGHT, LED EXTERIOR ENTRY DOOR EP4

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SPEAKER, EXTERNAL W/SWITCH EP4

SPEAKER, (4) EP4

PREWIRE, IGN-BATT-GND BEHIND DRIVER EP4

*** *REQUIRES A QUANTITY OF 4.*

FLOOR RUBBER, ALTRO 320 META (#0028891 GENOME)

STEP NOSING YELLOW ALTRO 30"

STANDEE LINE, 2 X 30 YELLOW ALTRO

HEADLINER, FEDERAL FOAM - AT/AE (STANDARD)

HEADKNOCKER PAD, 30" ENTRY DOOR

CAB UNDERCOAT OPTION

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JACK AND LUG WRENCH, 12 TON - FORD

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MODESTY PANEL, DRIVER

MODESTY PANEL, PADDED MST STYLE (EA) (3)

PANEL, DRIVERS PLEX .50 SMOKED

STOP REQUEST- PASS PULL CORD EP4

STOP REQUEST} SEAT MNT BUTTON EP4

*** *REQUIRES A QUANTITY OF 2.*

STOP REQUEST SIGN, FLUSH MT EP4

FABE BOX, DIAMOND XV W/2 VAULTS RH

BIKE RACK, SPORTWORKS DL2 FD OEM-HELP BUMPER

WHEELCHAIR DOOR, AT/AEF RSD FRT GVL

LIFT, RICON TITNM 34 X 54 (1000 LB) S5510 FRT

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LIGHT LED, SKIRT FLUSH OVAL LIFT EP4

LIGHT ABOVE LIFT. INTERIOR FLOOD LED- EP4

LIGHT, LED LIFT INT CEILING MOUNT EP4

DECALS, CUSTOM INTERIOR (QUOTE)

DECALS, SAF BI-LINGUAL SPANISH AE

CHASSIS TRANSFER FEE: $ 250

FORD MOBILITY: $ -0

FORD GOVMNT CON. (MUST HAVE FORD FIN #): $ -0

ENC CONCESSION ALLOWANCE: $ -0

FREIGHT TO HOUSTON TEXAS: $ 910

OEM DRIVER SEAT, COVERED W/ FACTORY COVER: $ 334

7132500F MIRROR 6X16

SOR-2868 - SEON SECURITY / SURVEILLANCE CAMERA SYSTEM

SOR-2875 AUTOMATIC VOICE ANNUNCIATION SYSTEM

SOR-2873 - LUMINATOR HORIZON SMT DEST SIGN

KELDERMAN AIR SUSPENSION

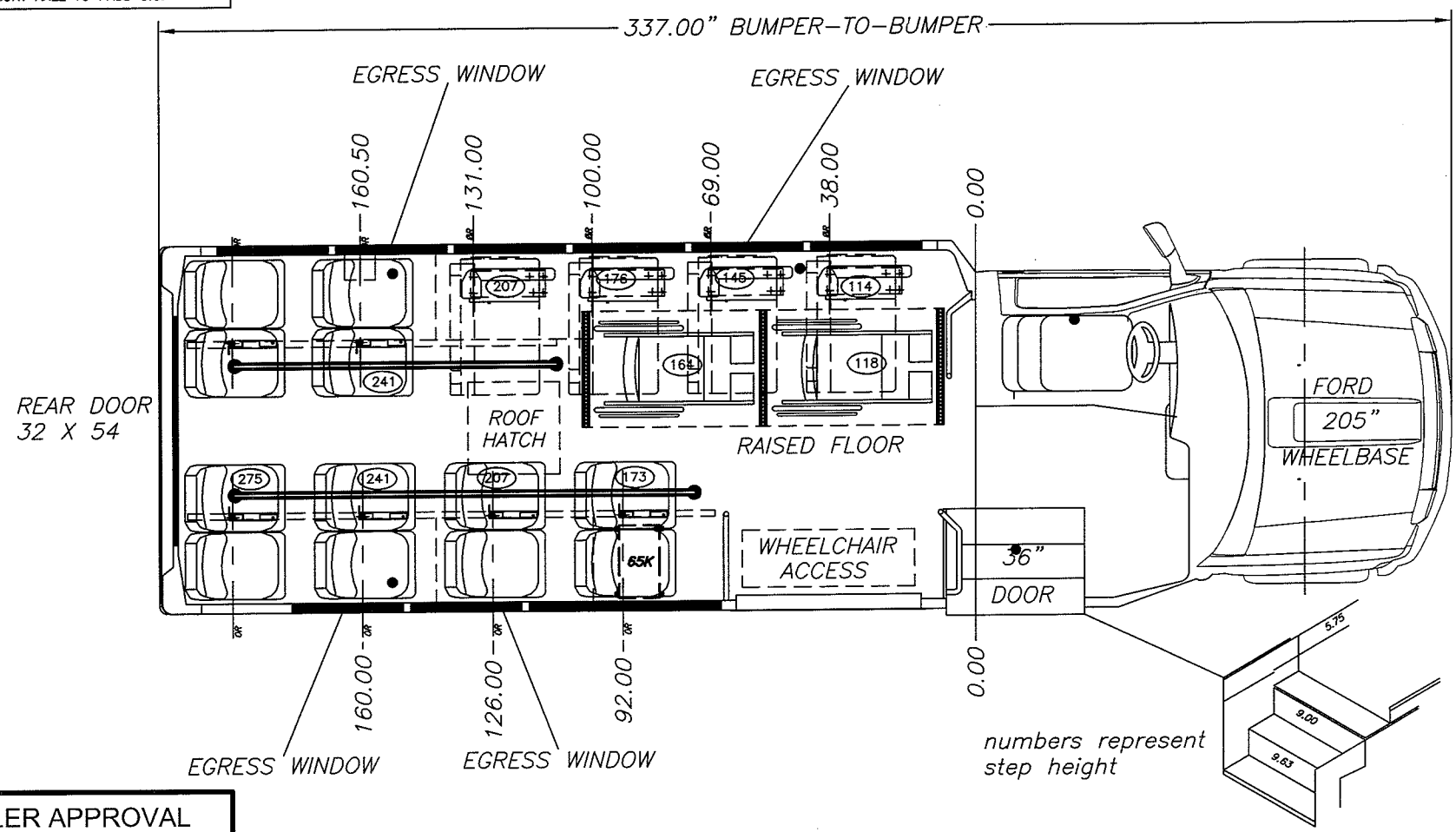
4128934H-SOR - ACT 91323S HD 125KBTU AEF DSL 2017

FREEDMAN - ABS BACK PER (1) (8)

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713-681-3600

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LEGEND
(95) = C/L FRONT AXLE TO PASS C.G.



DEALER APPROVAL
☐ APPROVED
X _____
CUSTOMER SIGNATURE

HIP TO KNEE MINIMUM IS 28.00"

• - LIGHT LOCATIONS

ELDORADO
REV GROUP
1655 WALL STREET
SALINA, KS. 67401

DO NOT SCALE DRAWING	DRAWING INFORMATION	
THIS DRAWING IS THE PROPERTY OF ELDORADO, A REV GROUP COMPANY, AND IS NOT TO BE DUPLICATED OR USED IN ANY WAY DETRIMENTAL TO THEIR BEST INTEREST. REV. 02/16	DRAWN: MILLER	CKD:
	DATE: 7/21/17	SIZE: A
	SCALE: 1/42	WGT:

TOLERANCE UNLESS SPECIFIED				
SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")	-	JPM	7/21/17	RELEASE TO PRODUCTION
RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)	REV.	BY	DATE	DESCRIPTION

TITLE:
AERO ELITE 270 FORD 550
36" ENTRY DOOR / WC DOOR (FRONT)

UNIT NUMBER
AEF2714-LN01

PAGE
1 OF 1

Agreement RFP 17-044
373 of 636

ESTIMATE WEIGHT WORKSHEET

Unit Number: LN17072901
Date: 07/29/17
Dealer: TEXAS
Customer: FORT BEND
Description: AEF270, 20/16 PASS, 0/2 WC
Max capacity: 21

	FRONT (LBS)	REAR (LBS)	TOTAL (LBS)
Dry weight of unit (No passengers, no fuel)	6034	7456	13490
Curb weight of unit (No passengers, full fuel)	5998	7772	13770
Loaded weight of unit (Full passengers, full fuel)	6034	10886	16920
Vehicle Rating	**7000**	**14706**	**19500**
Overweight condition:	NO (966)	NO (3820)	NO (2580)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
OFFICE OF TRANSPORTATION AND AIR QUALITY
WASHINGTON, DC 20460

CERTIFICATE OF CONFORMITY
2016 MODEL YEAR

Manufacturer: **FORD MOTOR COMPANY**

Engine Family: **GFMXH06.7B23**
Certificate Number: **FMX-ONHWY-16-02**
Intended Service Class: **LHDD**
Fuel Type: **DIESEL**
FELs: NMHC +NOx: **N/A**
NOx: **N/A**
PM: **N/A**

Greenhouse Gas Info.
Primary Intended Service Class: **VOCATIONAL**
Primary Test Configuration FTP (if applicable):
CO_2 FCL value (g/hp-hr) **585**
CO_2 FEL value (g/hp-hr) **603**
N_2O FEL value (g/hp-hr) **0.10**
CH_4 FEL value (g/hp-hr) **0.10**
Primary Test Configuration Ramped-modal(if applicable):
CO_2 FCL value (g/hp-hr)
CO_2 FEL value (g/hp-hr)

Effective Date: **5/21/2015**
Date Issued: **5/21/2015**

Byron J. Bunker, Director
Compliance Division
Office of Transportation and Air Quality

Pursuant to Section 206 of the Clean Air Act (42 U.S.C. section 7525), 40 CFR Part 86, and subject to the terms and conditions prescribed in those provisions, this certificate of conformity is hereby issued with respect to the test engines which represent the following motor vehicle engines, by engine family, and is subject to the terms and conditions prescribed in those provisions.

This certificate of conformity covers only those new motor vehicle engines which conform in all material respects to the design specifications that applied to those engines described in the documentation required by 40 CFR Part 86 and which are produced during the model year stated on this certificate of the said manufacturer, as defined in 40 CFR Part 86.

It is a term of this certificate that the manufacturer shall consent to all inspections described in 40 CFR 86.096-7, 86.606, and 86.1006 and authorized in a warrant or court order. Failure to comply with the requirements of such a warrant or court order may lead to revocation or suspension of this certificate for reasons specified in 40 CFR Part 86. It is also a term of this certificate that this certificate may be revoked or suspended or rendered void ab initio for other reasons specified in 40 CFR Part 86.

This certificate does not cover engines sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

ELDORADO

REV GROUP

FMVSS CERTIFICATION

ElDorado, as a final-stage manufacturer of incomplete motor vehicles, hereby certifies that ElDorado buses are manufactured in compliance with all Federal Motor Vehicle Safety Standards (FMVSS) as required in Parts 567 and 568 of Title 49, Code of Federal Regulations.

Part 568 of title 49, Code of Federal Regulations requires the incomplete vehicle manufacturer to specify the Gross Vehicle Weight Rating (GVWR) of the total.

The above regulations require, among other things, that each complete motor vehicle have a permanently affixed label certifying that such vehicle conformed with all applicable FMVSS on the stated date of manufacture.

All vehicles completed by ElDorado have affixed the required certification labels when the vehicle leaves the assembly plant. This certification label on a completed vehicle specifies the Gross Vehicle Weight Rating (GVWR) of the total vehicle as required.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradobus.com

ELDORADO
REV GROUP

FMVSS
APPROVALS AND CERTIFICATIONS

The following is a listing of various safety requirements, testing, and general performance data pertaining to ElDorado products and related components.

From Title 49, Code of Federal Regulations, Section 571, the following is a listing of the Federal Motor Vehicle Safety Standards (FMVSS) which all ElDorado products either meet or exceed:

FMVSS NO.	DESCRIPTION
100	**SERIES - ACCIDENT PREVENTION**
101	Controls Location & Identification
102	Transmission Shift Lever Sequence
103	Windshield Defrosting & Defogging
104	Windshield Wiping & Washing System
105	Hydraulic Brake System
106	Brake Hoses
108	Lights and Reflectors
111	Rear View Mirrors
113	Hood Latch System
116	Hydraulic Brake Fluids
119	New Pneumatic Tires
120	Tire Selection & Wheels for Buses
124	Accelerator Control Systems
200	**SERIES - INJURY PREVENTION**
204	Steering System Rearward Movement
205	Glazing Materials (window glass)
206	Door Lock & Door Retention Components
207	Anchorage of Seats
208	Occupant Restraints
209	Seat Belt Assemblies
210	Seat Belt Assembly Anchorages
217	Bus Window Strength & Emergency Release
220	School Bus Rollover Protection *
225	Child Safety Restraint

300	**SERIES - POST ACCIDENT PROTECTION**
302	Flammability of Interior Materials
400	**SERIES - OBJECTIVE SAFETY REQUIREMENTS**
403	Platform Lift Systems for Motor Vehicles
404	Platform Lift Installations in Motor Vehicles

*Not required. However, all ElDorado products have been tested and meet or exceed.

Darrin Hendrixson
ElDorado Brand Manager

Date

FORD QUALITY VEHICLE MANUFACTURERS PROGRAM OVERALL RATING FORM

		MAXIMUM POINTS		FTQP COMMON
	QUALITY PLAN - PROGRAM COMMON			
D0100	Management Commitment	9	*	9.0
D0200	Employee Involvement	2		2.0
D0300	Engineering	11	*	11.0
D0400	Process Control	2	*	1.0
D0500	Quality Control	13	*	13.0
D0600	Completed Vehicle Sign-off	8	*	5.5
D0700	Customer Support	10		10.0
D0800	Manufacturing Environment	4		4.0
	Meets Quality Plan Minimum Requirements (Yes/No)		*	Yes
	Quality Plan Subtotal	59		55.5
	GENERAL CHASSIS - PROGRAM COMMON			
E0100	Heat Management	0	*	0.0
E0200	Climate Control - Heat & Air Cond.	9	*	9.0
E0300	Wheels and Tires	2	*	1.5
E0400	Steering and Suspension	0	*	0.0
E0500	Brakes	0	*	0.0
E0600	Powertrain - Engine/Transmission/Axles	0	*	0.0
E0700	Fuel System	0	*	0.0
E0800	Exhaust System	0	*	0.0
E0900	Frame	2	*	2.0
E1000	Body and Seating	3	*	3.0
E1100	Electrical Systems	9	*	7.5
E1200	Material/General	1		1.0
	Meets General Chassis Minimum Requirements (Yes/No)		*	Yes
	General Chassis Subtotal	26		24.0
	Meets All Common Minimum Requirements (Yes/No)		*	Yes
	Common FTQP Program Subtotal	85		79.5
	UNIQUE INDUSTRY MODIFICATIONS			FTQP UNIQUE
MH-	Motor Home and Transit Bus	14	*	14.0
	Meets Unique Minimum Requirements (Yes/No)		*	Yes

TOTAL COMMON AND UNIQUE

Meets All Common & Unique Minimum Requirements (Yes/No)			Yes
Total Score (Maximum Possible):		99	93.5
Minimum Qualifying Score Required: (85% of Maximum Possible)		84.2	94.4%

*** = One or more minimum requirements in this section**

COMPANY ASV DATE May 21, 2015

DIVISION AVS Comercial Bus Division, ElDorado National - Kansas

LOCATION 1655 Wall Street, Salina, Kansas 67401-1759

PRODUCTS Shuttle Buses, not School Buses

CHASSIS USED E-350 vans and Cutaways, E-450 Cutaways, F-550, F650

CONTACT NAME Greg Larsen TELEPHONE (785) 827-1033 FAX (785) 827-0965

SIGNATURE E-MAIL gregl@enconline.com

QVM REMARKS AND OVERALL ASSESSMENT

It is noted that ElDorado is added Krystal Koach bus products to their product line, these products were reviewed.
~ 2,300 units/yr, ~70% Ford.

*Exhaust must not be in contact with frame.
*Seat pedestals with pretensioner systems need be reinstalled in the same vehicle they were removed from.
*ECM connectors need to disconnected during welding process, and reinstalled properly.
* Front outboard shoulder harness D-ring needs to be free to rotate, both F550 & F650.

See pictures for improvements/possible problems.

OVERALL ASSESSMENT

FM

FINAL RATING (FM, P, NQ)

CODE	REQUIREMENTS
FM	Fully Meets all the program minimum requirements including minimum qualifying score.
P	Pending - Program status is pending completion of documentation.
NQ	Not Qualified - Considered to have major deficiencies in meeting the program requirements. Not considered an active program participant.

INSPECTION LEADER Alex Jowa

INSPECTION ENGINEER Joe Pomathy

QVM PROGRAM MANAGER J. R. Murray

Agreement RFP 17-044

ELDORADO

REV GROUP

HORSEPOWER CERTIFICATION

ElDorado, hereby certifies that the horsepower of the vehicle is adequate for the speed range and terrain in which it will be required to operate and also meet the demands of all auxiliary power equipment.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldorado-bus.com

ELDORADO

REV GROUP

CERTIFICATION REGARDING LOBBYING

The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, 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 an agency, a Member of Congress, an 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 for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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 [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients 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.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.]

The Contractor, ElDorado, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, apply to this certification and disclosure, if any.

Darrin Hendrixson _____ Signature of Contractor's Authorized Official

ElDorado Brand Manager _____ Name and Title of Contractor's Authorized Official

_____ Date

ELDORADO

REV GROUP

CERTIFICATION OF LOWER-TIER PARTICIPANTS REGARDING DEBARMENT, SUSPENSION, AND OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

The Lower Tier Participant (potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract), ElDorado, certifies, by submission of this proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(If the Lower Tier Participant [potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract] is unable to certify to any of the statements in this certification, such participant shall attach an explanation to this proposal.)

The lower-tier participant (potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract), ElDorado, 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., §§ 3801 et seq., are applicable thereto.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO

REV GROUP

CERTIFICATION OF MOTOR VEHICLE POLLUTION REQUIREMENTS

ElDorado, hereby certifies that the motor vehicle(s) being provided under this contract shall be in full compliance with the following:

1. The horsepower of the vehicles is adequate for the speed, range, and terrain in which it will be required and also to meet the demands of all auxiliary power equipment.

2. All gases and vapors emanating from the crankcase of a spark-ignition engine are controlled to minimize their escape into the atmosphere.

3. Viable emission from the exhaust will not exceed No. 1 on the Ringlemann Scale when measured six inches from the tail pipe with the vehicle in steady operation.

4. When the vehicle has been idled for three minutes and then accelerated to 80% of rated speed under load, the opacity of the exhaust will not exceed No. 2 on the Ringlemann Scare for more than five seconds, and not more than No. 1 on the Ringlemann Scale thereafter.

It is further certified that Ford Motor Company warrants that:

1. The vehicle being supplied was designed, built and equipped to conform, at the time it was sold, with the emissions regulations of the U.S. Environmental Protection Agency (EPA), and

2. The vehicle being supplied is free of defects in materials and workmanship which would cause it to fail to conform with applicable EPA regulations for a period of five (5) years or 50,000 miles, whoever occurs first.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO

REV GROUP

NOISE ABATEMENT CERTIFICATION

ElDorado, hereby certifies that the vehicle(s) being provided are in full compliance with the provisions of CFR 40, Part 205.54 Exterior Noise and CFR Title 49, Part 393.94 Interior Noise as required by the Code of Federal Regulations in effect at the time of manufacture.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO
REV GROUP

CERTIFICATION OF STRUCTURAL INTEGRITY

ElDorado, hereby certifies that all joints and corners where stress concentration may occur on the vehicles being offered are adequately reinforced to fully withstand the required loads and road shocks that a vehicle of this type is exposed to in both urban and rural service, and to maximize the likelihood that the body will retain its integrity in a roll-over situation.

Darrin Hendrixson
ElDorado Brand Manager

Date

WATER TEST CERTIFICATE

DATE: _____ UNIT NUMBER: _____

This unit has passed a 15 minute water test which consists of 50 strategically placed nozzles. Each nozzle emits a minimum 2.5 gallons of water per minute at a minimum of 40 lbs of pressure.

QC INSPECTOR: _____

ElDorado 1655 Wall Street, Salina, KS 67401. (785) 827-1033, (800) 850-1287.
Webpage: http://www.eldorado-bus.com/
ISO 9001 : 2008 Certified

ELDORADO

REV GROUP

CERTIFICATION OF COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT

ElDorado, hereby certifies that the vehicle(s) provided, including the lift equipment and mobility aids installed by ElDorado, comply with all Federal and Veterans' Administration regulations as well as applicable U.S. Department of Transportation and Americans with Disabilities Act guidelines in effect at the time of installation.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO

REV GROUP

Americans with Disabilities Act
Major Requirements for Accessibility – Subpart B

1. Mobility aid accessibility – Wheelchair lift or ramp, one securement required for vehicles up to 22 feet, two are required for vehicles over 22 feet in length.
2. Doors steps and thresholds – Slip resistance for floors and steps, contrasting color for step edges and boarding edges.
3. Priority seating signs – Signs indicate front seats are for persons with disabilities. Securement areas are to be labeled.
4. Interior circulation, handrails and stanchions – Wheelchair maneuvering room is required, entrance and exit handrails. Interior height clearance for accessing securements. At least one overhead handrail is required in vehicles over 22 feet in length.
5. Lighting – Step wells and doorways including lift or ramp doorways, exterior area lighting at entrance and exit.
6. Fare box – May not obstruct traffic. Vehicles over 22 feet must have a fare box handrail if a fare box is present.
7. Stop request – Fixed route vehicles over 22 feet must have controls adjacent to securement areas.
8. Destination or route information is displayed on the exterior, it must be illuminated and be on the front and boarding side.

Sincerely,
ElDorado

Darrin Hendrixson
ElDorado Brand Manager

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradonational.com

ELDORADO

REV GROUP

AFFIDAVIT OF NON-COLLUSION

I hereby swear (or affirm) under the penalty for perjury:

1. That I am the bidder having authority to sign on its behalf:

2. That the attached bid or bids have been arrived at by the bidder independently and have been submitted without collusion and without agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or service described in the invitation to Bid, designed to limit independent bidding or competition;

3. That the contents of the bid or bids have not been communicated by the bidder or its employees or agents to any person not an employee or agent of the bidder or its surety on any bond furnished with the bid or bids, and will not be communicated to any such person prior to the official opening of the bid or bids; and

4. That I have fully informed myself regarding the accuracy of the statements made in the affidavit.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO

REV GROUP

ALTOONA BUS TESTING CERTIFICATION

ElDorado, hereby certifies that the vehicle(s) being offered for sale have been fully tested as a "family of vehicles" for a minimum service life of seven (7) years or 200,000 miles at the Altoona Bus Testing Center as required by the Surface Transportation and Uniform Relocation assistance Act of 1987 and in accordance with CFR 49, Part 665, as amended.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldorado-bus.com

ELDORADO

REV GROUP

BUS MANUFACTURER'S CERTIFICATION

ElDorado, hereby certifies that the vehicle(s) offered in this bid has been designed, manufactured, assembled and tested for transit purposes and is suitable for extended service in heavy stop-and-go traffic.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradonat.com

ELDORADO
RV GROUP

BUY AMERICA PROGRAM
STEEL & MANUFACTURED PRODUCTS – ADDITIONAL CERTIFICATION

In accordance with Section 165 of the Surface Transportation Act of 1982, PL 97-424, January 6, 1983, as amended, ElDorado agrees that all steel, cement and manufactured products utilized on this FTA assisted project must be produced in the United States. Exceptions to the above may only be granted upon a Secretarial determination:

1. That their application would be inconsistent with the public interest;

2. That such materials and products are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality;

3. In the case of the procurement of bus and other rolling stock (including train control, communication and traction power equipment) under the Federal Mass Transportation Act of 1964, that (a) the cost of components which are produced in the United States is more than 60% of the cost of all components of the vehicle or equipment described in this paragraph, and (b) final assembly of the vehicle or equipment described in this paragraph has taken place in the United States;

4. That inclusion of domestic material will increase the cost of the overall project contract by more than 10% in the case of projects for the acquisition of rolling stock, and 25% in the case of all other projects.

The Manufacturer hereby certifies that with the exception of items listed above, steel and manufactured products to be incorporated into this project have been produced in the United States.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldorado-bus.com

BUY AMERICA CERTIFICATION

Company Name: ElDorado

Address: 1655 Wall Street
Salina, KS 67401

Phone #: 785-827-1033 **email:** gary.gragg@eldorado-bus.com

The above named supplier does hereby certify that **at least 60 percent** of the cost of the components supplied To ElDorado, in support of the manufacture of its transit buses, is of domestic (U.S.) origin.

As defined under the Buy America Requirement: Final Rule, 49 CFR Part 661.11, the cost includes the cost of labor, material, allowance for profit, and the administrative and overhead cost attributable to those components under normal accounting principles.

I. **COMPONENTS**
Subcomponent
Fiberglass shell, windows, steel sub-frame, electrical wiring and systems, interior paneling, flooring, floor covering and seats

II. **TOTAL COST/PERCENT:** 60%

III. **LOCATION OF FINAL ASSEMBLY:** Salina, KS

IV. **AUTHORIZING SIGNATURE:** _____ **DATE:** 4/14/16

PRINTED NAME: Gary Gragg **TITLE:** Controller

Please fax or email the completed form to ElDorado • Attention: Jennie Graham
Phone#: 785-827-1033 ext. 158 • Fax#: 785-823-9471 • Email: jennie.graham@eldorado-bus.com
Thank you for your response.

ELDORADO

REV GROUP

CERTIFICATION OF COMPLIANCE WITH THE CLEAN AIR ACT

ElDorado, agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. ElDorado agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and appropriate EPA Regional Office.

ElDorado also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

Darrin Hendrixson
ElDorado Brand Manager

Date

September 12, 2016

ElDorado certifies that the vehicle product models listed meet or exceed the requirements of the Canadian Motor Vehicle Safety Standards (CMVSS). Vehicle compliance test data, and other necessary documentation, have been provided to Transport Canada. The vehicle product models are listed on the Transport Canada Vehicle Import Compatibility (Admissibility) list, and include, but may not be limited to the Aerolite, Aerotech, Aero Elite models.

Sincerely,

Greg Larsen
Compliance Manager

ELDORADO
REV GROUP

CERTIFICATION REGARDING CONFLICT OF INTEREST

49 CFR §18.36 (c)(v) and 49 CFR § 19.43 prohibit organizational conflicts of interest as restrictive of competition.

"Organizational conflict of interest" means that, because of other activities or relationship with other persons or firms, a potential Contractor (including its principal participants, directors, proposed consultants or subcontractors) would be unable or potentially unable to render impartial, technically sound assistance or advice to the City & County of Honolulu or the potential Contractor's objectivity in performing the contract work would or might be otherwise impaired; or the potential Contractor has an unfair competitive advantage.

On behalf of ElDorado, I certify that the Offeror does not have any relationships with any firms or individuals that are or appear to be an organizational conflict of interest.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO
REV GROUP

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION OF COMPLIANCE WITH SUBPART D, PART 26

This procurement is subject to the provisions of Section 26.49 of 49 CFR Part 26. Accordingly, as a condition of permission to bid, the following certification must be completed and submitted with the bid. A bid which does not include the certification will not be considered.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

ElDorado, a TVM, hereby certifies that it has complied with the requirements of Section 26.49 of 49 CFR Part 26 by submitting a current annual DBE Goal to FTA. The goals apply to fiscal year 2017 (October 1, 2016 to September 30, 2017) and have been approved or not disapproved by FTA.

(Name of Firm)

_____, hereby certifies that the manufacturer of the transit vehicle to be supplied _____ has complied with the above referenced requirement of Section 26.49 of 49 CFR Part 26.

(Name of Firm)

(Name of Manufacturer)

Signature: _____ Date: _____
Darrin Hendrixson

Title: ElDorado Brand Manager

Firm: ElDorado

Telephone No: (785) 827-1033 Fax No: (785) 823-9471

U.S. Department
Of Transportation
Federal Transit
Administration

Headquarters

East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

November 22, 2016

Jake Calvo
ElDorado National
9670 Galena Street
Riverside, CA 92509

Re: TVM DBE Goal Concurrence/Certification Letter – Fiscal Year 2017

Dear Mr. Calvo:

This letter is to inform you that the Federal Transit Administration's (FTA) Office of Civil Rights has received ElDorado National's Disadvantaged Business Enterprise (DBE) goal and methodology for FY 2017 for the period of October 1, 2016–September 30, 2017. This goal submission is required by the U.S. Department of Transportation's DBE regulations at 49 CFR Part 26 and must be implemented in good faith.

We have reviewed your FY 2017 DBE goal and determined that it is compliant with DOT's DBE regulations. You are eligible to bid on FTA-funded transit contracts. This letter or a copy of the TVM listing on FTA's website may be used to demonstrate your compliance with DBE requirements when bidding on federally funded vehicle procurements.

FTA reserves the right to remove/suspend this concurrence if your DBE program or FY 2017 DBE goal is not implemented in good faith. In accordance with this good faith requirement, you must submit your DBE Uniform Report to FTA by December 1, 2016. This report should reflect all FTA-funded contracting activity for the second period of FY 2016 (i.e., from April 1 to September 30).

Please also be mindful that your FY 2018 DBE goal methodology must be submitted to FTA by August 1, 2017. Any updates to the program plan must be submitted to FTA as they occur. Thank you for your cooperation. If you have any questions regarding this approval, please contact the FTA DBE Team via e-mail at *FTATVMSubmissions@dot.gov*.

Sincerely,

Dawn Sweet
Program Manager
Office of Civil Rights

ELDORADO

REV GROUP

Debarment and Suspension Certification for Prospective Contractor

Choose one alternative:

The Proposer, ElDorado, certified to the best of its knowledge and belief that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

2. Have not within a three-year period preceding this Proposal been convicted of or had a civil judgment rendered against them for 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; violation of federal or state antitrust statutes or commission or embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

3. Are not presently indicted for or otherwise criminally or civilly charge by a governmental entity (federal, state or local) terminated for cause or default.

OR

The Proposer is unable to certify to all of the statements in this certification, and attaches its explanation to this certification. (In explanation, certify to those statements that can be certified to and explain those that cannot.)

The Proposer certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provision of Title 31 USC § Sections 3801 are applicable thereto.

Executed in Salina, Kansas

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO NATIONAL, KANSAS
AEROTECH
NEW BODY DESIGN

SCHOOL BUS ROLLOVER PROTECTION TEST
FMVSS NO. 220

CONDUCTED BY:

ElDorado National – A THOR Company
1655 Wall Street, Salina, KS 67401

Date: December 14, 2001
Project No.: 220-T184

Report Prepared By:

Technical Advisor Date: 17 DEC 01

Report Approved By:

Director of Engineering Date: 17 DEC 01

TABLE OF CONTENTS

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Table of Contents	1
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Vehicle Description	2
Test Procedures	2
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Objective:

To conduct a rollover protection test on an ElDorado National – Model Aerotech bus with new body design to determine if it would withstand the load requirements of FMVSS No. 220 "School Bus Rollover Protection".

Summary of Results:

The ElDorado National model Aerotech bus met the requirements of FMVSS No. 220 with no significant damage to the structure. All egress windows operated properly.

Applied load: 14,607 +
Deflection in Inches:

Front of Bus	2.5
Center of Bus	3.1
Rear of Bus	3.5

[1]Maximum Allowable Movement – 5.12

Vehicle Description

Make:	ElDorado National Company (using a Ford E-450 Cutaway Van)
Model:	Aerotech 240
VIN:	1FDXE45S71HB03254
GVWR:	14,050
Curb Weight[2]:	Front – 3740
	Rear – 6000
	Total – 9740

[2]Full fuel and operating fluids, without driver.

Test Procedures

1. The curb weight of the test vehicle was determined by scale weights at Pestingers (9740 lbs.).

2. The length of the vehicle roof was determined by a plan view of the vehicle. The front was determined to be at the location of the front header door and the rear at the rear of the bus. It was measured at 18' – 7".

3. Compression type measuring devices were installed in the bus, one at the front adjacent to the roof seam, one at the center of the coach, and one at the rear of the coach as near the roof seam as possible. The devices were centered widthwise in the bus.

4. The application plate was loaded uniformly to 1.5 times the vehicle weight.

5. Six (6) jack stands were placed under the vehicle frame to provide a rigid horizontal surface.

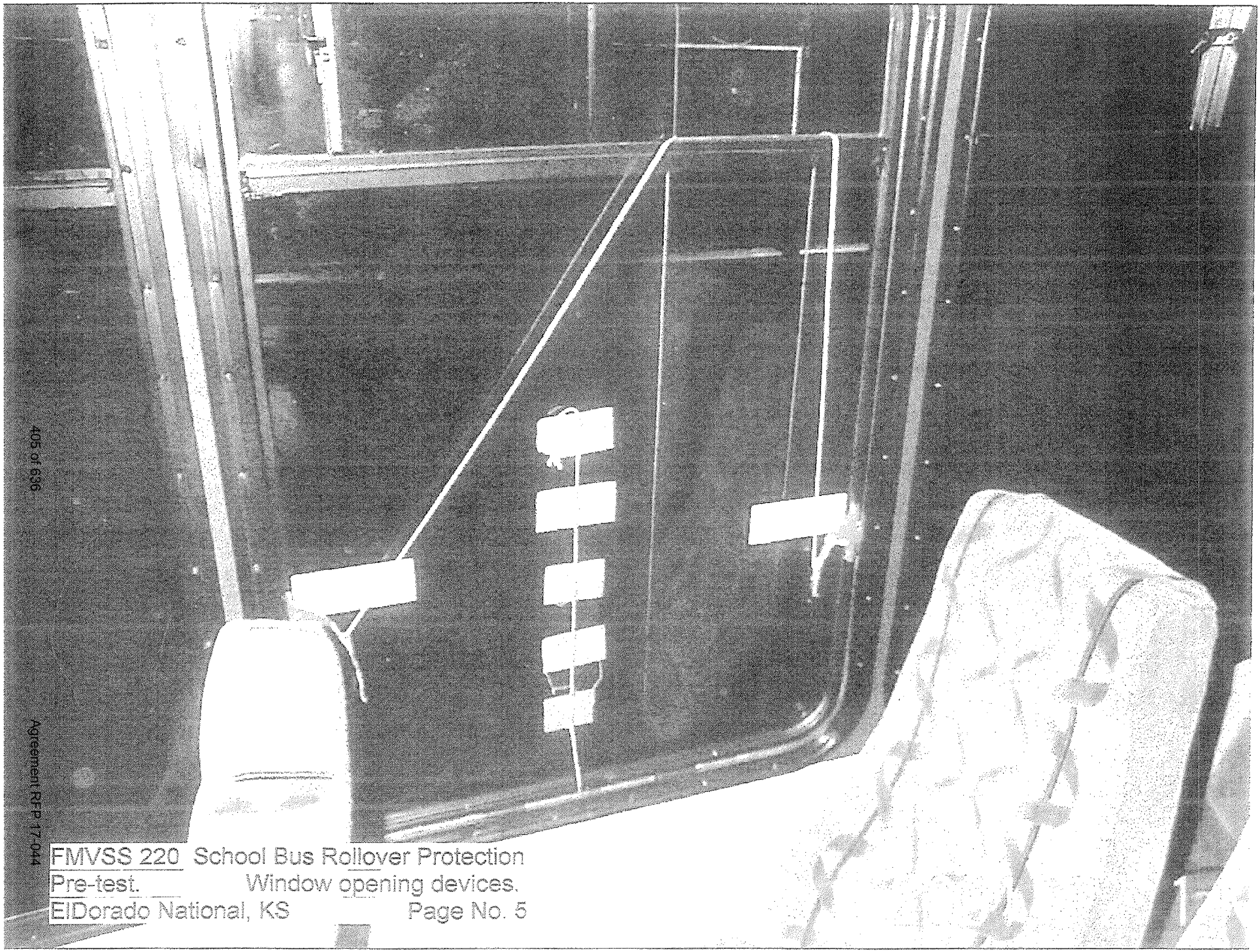
6. Using a crane and a load cell, the weighted application plate was checked for proper weight. The application plate was then located over the center of the roof, and lowered slowly so approximately 500 lbs. Was placed on the roof. At this point the measuring devices were set to zero.

7. The remaining force was lowered onto the vehicle roof. The passenger egress windows were checked for proper operation. The application plate was then removed from the vehicle.

8. The deflections of the measuring devices were recorded and the vehicle was inspected for damage.

Appendix A

Photographs



FMVSS 220 School Bus Rollover Protection
Pre-test. Window opening devices.
ElDorado National, KS Page No. 5

FMVSS 220 School Bus Rollover Protection
Pre-test. Load Application Plate Loaded.
ElDorado National, KS Page No. 6


FMVSS 220 School Bus Rollover Protection
Post-test. Model 240 Aerotech Test Bus.
ElDorado National, KS Page No. 7
2001. 12. 14

Appendix B

Weight Tickets

CERTIFIED

COLEMAN AMERICAN MOVING SERVICES, INC.

07218

Date 12-3-01

Customer's Name Eldorado

Address Unit 2942 Texas Bus

Waybill # _____ Price _____

Unit No. _____ **Tractor No.** _____ **Trailor No.** _____

total weight

lbs. GROSS _____ ◀ **GROSS**

ID 7218
9740 lb (STOR)

lbs. TARE _____ ◀ **TARE**

lbs. NET _____

DRIVER E Hardowe

WEIGHER C Munn

CERTIFIED BY
BUREAU OF WEIGHTS & MEASURES

OP-0005

EAGLE MARKETING

CERTIFIED

COLEMAN AMERICAN MOVING SERVICES, INC.

07217

Date 12-3-01

Customer's Name Eldorado

Address Unit 2942 Texas Bus

Waybill # _____ Price _____

Unit No. _____ **Tractor No.** _____ **Trailor No.** _____

Front weight

lbs. GROSS _____ ◀ **GROSS**

ID 7217
3740 lb (STOR)

lbs. TARE _____ ◀ **TARE**

1 FRAMING ERRORS

MSG #4 - CHECK CURRENT SETTINGS...

15. BAUD RATE *1200

16. PARITY *00

lbs. NET _____

DRIVER E Hardowe

WEIGHER C Munn

CERTIFIED BY
BUREAU OF WEIGHTS & MEASURES

OP-0005

EAGLE MARKETING

BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

WORLD TRANS WWE26R
FOR
Fort Bend County (24513)

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	24.5156%
*Base Body	ElDorado	US	16.6044%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.6132%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	3.5044%
*Heating systems	ProAir, LLC	US	0.6595%
*Passenger seats	Freedman Seating	US	3.2795%
*Flip Seats	Freedman Seating	US	1.5707%
*Driver's seat assemblies	Ford Motor Co	US	0.3468%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.0812%
Lift Door	Lippert	US	0.8503%
Exit Door	Lippert	US	0.8260%
*Door control assemblies	A & M Systems	US	1.4741%
*Front and rear bumper	Ford Motor Co	Incl'd in Chassis Price	0.0000%
assemblies	Rome RIM, Inc	US	0.9445%
*Suspension	MORryde	US	0.9486%
*Lift Assembly	Ricon	US	4.9980%
*Restraints	Q'Straint	US	1.3433%
*Fare Box	Diamond Manufacturing, Inc	US	1.6462%
*Hatch	Safefleet Solutions	US	0.3720%
*Back-up System	Echovision	US	0.5328%
*Electrical	Precisionsworks	US	0.7853%
*Mirrors	Rosco	US	0.9843%
	TOTAL		**66.8805%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY **$40,780.00**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

ELDORADO AEROTECH 240
FOR
Fort Bend County (24527)

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	32.8295%
*Base Body	ElDorado	US	23.5492%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.8041%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	4.6934%
*Heating systems	ProAir, LLC	US	0.8371%
*Passenger seats	Freedman Seating	US	4.8266%
*Flip Seats	Freedman Seating	US	1.6060%
*Driver's seat assemblies	N/A		0.0000%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.1065%
Lift Door	ElDorado	US	2.0629%
Exit Door	ElDorado	US	1.2205%
*Door control assemblies	A & M Systems	US	1.9138%
*Front and rear bumper	N/A		0.0000%
assemblies	Romeo RIM, Inc	US	0.9319%
*Suspension	MORryde	US	1.1438%
*Lift Assembly	Ricon	US	6.9715%
*Restraints	Q'Straint	US	1.4867%
*Hatch	Safefleet Solutions	US	0.4686%
	TOTAL		**85.4520%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY **$13,660.15**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

Debarment and Suspension Certification for Prospective Contractor

Choose one alternative:

The Proposer, ElDorado, certified to the best of its knowledge and belief that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

2. Have not within a three-year period preceding this Proposal been convicted of or had a civil judgment rendered against them for 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; violation of federal or state antitrust statutes or commission or embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

3. Are not presently indicted for or otherwise criminally or civilly charge by a governmental entity (federal, state or local) terminated for cause or default.

OR

The Proposer is unable to certify to all of the statements in this certification, and attaches its explanation to this certification. (In explanation, certify to those statements that can be certified to and explain those that cannot.)

The Proposer certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provision of Title 31 USC § Sections 3801 are applicable thereto.

Executed in Salina, Kansas

Darrin Hendrixson
ElDorado Brand Manager

Date

ElDorado Aerotech

Texas Bus Sales
Discover the difference.
Houston 713-681-3600 Texas Toll Free 800-342-8737

ElDorado

FORT BEND COUNTY

AEROTECH 240 (FORD)

**** ALL EXTERIOR LIGHTS TO BE LED.*

**** ROOF GUTTERS SHALL BE INSTALLED OVER THE WINDOWS AND DOORS.*

**** INSTALL WALL SEAT TRACK INSERT IN TRACK THAT IS VISIBLE*

**** BASE PADS: #686 NEWPORT GRAY VINYL*

2017 E450 FORD 176-6.8 V10-14500GVWR T/C

2018 CHASSIS PRICE USE 2% TO ACCOUNT FOR YEAR END PRICE INCREASE OF $619

**** CHASSIS TO INCLUDE 225 AMP ALTERNATOR.*

**** CHASSIS TO INCLUDE OEM FACTORY INSTALLED CRUISE CONTROL*

**** CHASSIS TO INCLUDE DAYTIME RUNNING LIGHTS.*

MANUAL, USB CUSTOM BUILT PARTS---DIVIDED BY 40 UNITS

CUSTOM OVERALL ELEC WIRING SCHMTC, JUMP DRIVE EP4---DIVIDED BY 40 UNITS

CHASSIS OEM POWER BASE AND DRIVER SEAT E-SERIES

CHASSIS OEM AM/FM RADIO E-SERIES

CHASSIS TRANSFER FEE, E-SERIES/GM

TIRE VALVE EXTENSIONS, 6"

CHASSIS, DRIVE SHAFT GUARD ADD

SUSPENSION, MOR-RYDE E-450

EXHAUST, 3.0 SS 90 M/R FD AT/AL/SC

**** EXHAUST PIPE DISCHARGE SHALL BE AT THE REAR STREET SIDE CORNER OF THE VEHICLE (BEHIND THE REAR AXLE)*

FUEL SENDER ACCESS DIAM PLT CHEVY / FORD 2009-

ALUM FUEL FILL COVER OPTION AT/AL

**** FUEL DOOR IS TO BE LOCKING AND INCLUDE A TOTAL OF 4 KEYS.*

FAST IDLE, W/INTERLOCK FORD IM V2 EP4

IGNITION/DOOR. KEY ALIKE FORD

KEY, (1) ADDL EXT ENTRY DOOR (4)

KEY, (1) ADDL WC OR ENK REAR DOOR (4)

TOW HOOK OPTION, REAR AT/AL/SC

BUMPER, REAR HELP ATF

MUD FLAPS, AT/AL MDOT FRT & RR

FLOOR STEEL, RSD ATF240

DOOR, ENTRY A&M 36 E AT GVL

EXTERIOR ENTRY DOOR KEY LOCK KUBOTA

DOOR, REAR 32X54 LH IDOT GVL UPR/LWR WINDW

**** DOOR PANEL HINGES SHALL BE PIANO TYPE WITH A MINIMUM THREE SIXTEENTH (3/16") INCH DIAMETER PIVOT PIN. HINGES AND HINGE FASTENERS SHALL BE STAINLESS STEEL TO RESIST RUST AND CORROSION. DOOR LATCH SHALL BE VERTICAL, ROTATING, TWO POINT TYPE WITH LATCH ROD AT TOP AND BOTTOM. DOOR PANEL SHALL HAVE IT'S OWN KEY LOCKABLE LATCH ASSEMBLY WHICH SHALL CONSIST OF A PISTOL GRIP STYLE TWIST HANDLE LOCATED AT THE INSIDE CENTER OF THE DOOR PANEL.*

WINDOW PACKAGE, 41 X 29 STARQUEST TOP-T

**** PASSENGER WINDOW GLAZING SHALL BE LUCITE SAR BRONZE BZ-2412 OR TINTED TO PERMIT 20% LIGHT TRANSMISSION (MAXIMUM) BRONZE OR GREY TINT.*

ACT 50 HD 82KBTU SKIRT COND E-FORD

HEATER 65K BTU SILICONE EP4

**** ALL HEATER HOSES ARE TO BE SILICONE, WITH CLAMPS DESIGNED FOR USE WITH SILICONE HOSES.*

**** USE QUARTER TURN ALL BRASS VALVES TO CUT OFF HOT WATER.*

HEATER BOOSTER PUMP WITH ELECTRIC VALVE EP4

**** THE REAR HEATER SHALL BE EQUIPPED WITH AN ELECTRIC OPERATED HEATER CONTROL VALVE TO BE ACTIVATED BY THE HEATER ON/OFF SWITCH.*

KEYLOCK, 2006 ELECTRICAL PANEL

**** REQUIRES A TOTAL OF 4 KEYS.*

HOUR METER, LIGHTED 5-DIGIT ANALOG EP4

BATTERY TRAY, KWIK ENC AT WITH 862

**** ONE THUMB-RELEASE LATCH AND ONE LOCKING LATCH THAT WILL ROTATE 180 DEGREES FROM THE CLOSED POSITION SHALL SECURE THE BATTERY COMPARTMENT DOOR. A CHROME RETRACTABLE LATCH SHALL HOLD THE DOOR IN THE OPEN POSITION. ACCESS TO THE BATTERY TRAY SHALL BE FROM OUTSIDE THE BUS. THE ACCESS DOOR TO THE BATTERY BOX SHALL SWING UP AT A MINIMUM 60 DEGREES TO THE HORIZONTAL PLAIN.*

**** PAINT BACK SIDE OF BATTERY COMPARTMENT DOOR WITH UNDERCOATING.*

PD & BATTERY (2) G27 SLIDE TRAY EP4

VOLTMETER, WITH LIGHT EP4

ELECTRICAL SYSTEM EP4

HOOK OPT, COAT (FOLD-UP)

CABLINER, W/ STORAGE,LOCK & TP HINGE ATF

SEATBELT, FREEDMAN USR FEATHER (12)

SEAT, MID-BACK DOUBLE FREEDMAN (6)

SEAT COVER, LEVEL 4 (16)

**** VERTICLE STITCHING*

SEATBELT, 79" LAP RETRACTABLE (4)

SEAT, AV GRAB HANDLE- PADDED (12)

FLOOR, 3/4" MARINE PLYWOOD

VERTICAL STITCHING OPTION (16)

STANCHION, VERT. W/MOD.PANEL

**** THERE SHALL BE A VERTICAL STANCHION, GRAB RAIL AND MODESTY PANEL LOCATED BETWEEN THE LIFT AND FORWARD MOST CURBSIDE STATIONARY AMBULATORY PASSENGER SEAT.*

HANDRAIL, RIGHT ENTRY ASSIST

HANDRAIL, OVERHEAD (2)

GRAB HANDLE, DRVR EXT FD/CHEVY

ECHOVISION BACKUP SYSTEM EP4

REVERSE ALARM (102 DB) EP4

HATCH, TRANSPEC LP GRAY

**** USE NYDACORE IN THE ROOF AROUND THE ROOF HATCH*

MIRROR, ROSCO HEAT-REM-TURN ALF/ATF 13-

MIRROR, 6 X 16 W/OH STORAGE

FIRST AID KIT, 16 UNIT

FIRE EXT & REFLECTOR KIT, 5#

LENS, WIDE ANGLE (REAR)

EXTER LED LTS PKG TURNS S60 W/CMBL (190-320)

*** *REAR CENTER HIGH-MOUNTED STOP LAMPS (CHMSL) TO BE AN 18" LED RED STRIP LIGHT, LOW PROFILE SURFACE MOUNT.*

LIGHT, LED DOME SUPER BRIGHT (3) EP4

LIGHT, UNDERHOOD LED EP4

LIGHT, LED EXTERIOR ENTRY DOOR EP4

REAR DOOR AJAR BUZZ & LIGHT, IDOT EP4

*** *THE IDOT REAR DOOR LIGHT AND ALARM SHALL ALERT THE DRIVER WHEN THE DOOR IS NOT SECURELY CLOSED AND LATCHED. THE LIGHT SHALL BE A RED INDICATOR LIGHT IDENTIFIED AS "REAR DOOR JAR" AND SHALL BE LOCATED ON THE OPERATOR'S DASH PANEL EASILY SEEN BY THE SEATED OPERATOR*

LIFT DOOR AJAR BUZZER, IN-GEAR EP4

*** *THE W/C DOOR(S) LIGHT AND ALARM SHALL ALERT THE DRIVER WHEN THE DOOR IS NOT SECURELY CLOSED AND LATCHED. THE LIGHT SHALL BE A RED INDICATOR LIGHT IDENTIFIED AS "LIFT DOOR JAR" AND SHALL BE LOCATED ON THE OPERATOR'S DASH PANEL EASILY SEEN BY THE SEATED OPERATOR.*

PA, STANDALONE WITH HANDHELD MIC EP4

SPEAKER, EXTERNAL W/SWITCH EP4

SPEAKER, (4) EP4

PREWIRE, IGN-BATT-GND BEHIND DRIVER EP4

*** *REQUIRES A QUANTITY OF 4.*

FLOOR RUBBER, ALTRO 250 META

*** *THERE SHALL BE MOLDED PLASTIC, FIBERGLASS, HARD RUBBER, ALUMINUM OR FRP COVE MOLDING BETWEEN SIDEWALLS AND FLOOR FOR EASE OF CLEANING. THE COVE MOLDING SHALL BE ONE CONTINUOUS PIECE ALONG EACH WALL EXCEPT WHEN INTERRUPTED BY SUCH ITEMS AS WHEEL WELL, FUEL LINE, MOBILITY LIFT DOOR AND INTERIOR CORNER COVERS AND DOOR OPENINGS. MOLDING SHALL BE COVED UP THE SIDE 10" TO RUN UP TO THE SIDEWALL.*

STEP NOSING, YELLOW GERFLOR 30

STANDEE LINE, 2 X 30 YELLOW ALTRO

HEADKNOCKER PAD, 36" ENTRY DOOR

CAB UNDERCOAT OPTION

BODY FLUID CLEAN-UP KIT OPTION

SPARE TIRE, HANKOOK LT225/75R16 W/RIM

JACK AND LUG WRENCH, 12 TON - FORD

WHEEL CHOCK - MOLDED RUBBER (2)

MODESTY PANEL, DRIVER

MODESTY PANEL, PADDED MST STYLE (EA) (3)

PANEL, DRIVERS PLEX .50 SMOKED

*** *POLISH THE EDGES OF THE PLEXIGLASS*

STOP REQUEST- PASS PULL CORD EP4

STOP REQUEST, SEAT MNT BUTTON EP4

*** *REQUIRES A QUANTITY OF 2.*

STOP REQUEST SIGN, FLUSH MT EP4

*** *A CHIME & LIGHTED SIGN THAT READS "STOP REQUEST" SHALL BE PROVIDED THAT IS ACTIVATED BY A PULL CORD. THE PULL CORD SHALL BE ABOVE THE PASSENGER WINDOWS WITHIN REACH OF EACH PASSENGER.*

FABE BOX, DIAMOND XV W/2 VAULTS RH

BIKE RACK, SPORTWORKS DL2 FD OEM-HELP BUMPER

RUNNING BOARD, DR SIDE DIAMOND PLT - FD

WHEELCHAIR DOOR, AT/AEF RSD FRT GVL

**** DOOR PANEL HINGES SHALL BE PIANO TYPE WITH A MINIMUM THREE SIXTEENTH (3/16") INCH DIAMETER PIVOT PIN. HINGES AND HINGE FASTENERS SHALL BE STAINLESS STEEL TO RESIST RUST AND CORROSION. DOOR LATCH SHALL BE VERTICAL, ROTATING, TWO POINT TYPE WITH LATCH ROD AT TOP AND BOTTOM. EACH DOOR PANEL SHALL HAVE IT'S OWN KEY LOCKABLE LATCH ASSEMBLY WHICH SHALL CONSIST OF A PISTOL GRIP STYLE TWIST HANDLE LOCATED AT THE INSIDE CENTER OF THE DOOR PANEL.*

LIFT, RICON TITNM 34 X 54 (1000 LB) S5510 FRT

**** LIFT TO BE EQUIPPED WITH AN OCCUPANT RESTRAINT BELT.*

FLIPSEAT, FREEDMAN FOLD-A-WAY (2)

TIEDOWN BELT STORAGE BOX

EXTENSION, 12" SEATBELT (6)

DECALS, ADA SPEC

RESTRAINT, Q-8100-A1-L, OMNI

**** FLOOR TRACK ANCHORAGE POINTS SHALL BE SURE-LOK OR Q'STRAINT.*

RESTRAINT, Q-STRNT BELT CUTTER

LIGHT LED, SKIRT FLUSH OVAL LIFT EP4

LIGHT ABOVE LIFT. INTERIOR FLOOD LED- EP4

LIGHT, LED LIFT INT CEILING MOUNT EP4

DECALS, CUSTOM INTERIOR

**** "HEIGHT DECAL" TO BE MOUNTED ABOVE TO DRIVER'S SUNVISOR.*

**** "LIFT CAPACITY DECAL" TO BE POSTED ON THE INSIDE OF THE WHEELCHAIR LIFT DOOR.*

**** "WELCOME ABOARD" TO BE MOUNTED ON THE FRONT LOWER RISER STEP.*

**** "LIFT CAPACITY DECAL" TO BE POSTED ON THE INSIDE OF THE WHEELCHAIR LIFT DOOR.*

**** "WATCH YOUR STEP" TO BE MOUNTED ON THE FRONT TOP RISER STEP.*

**** "NO FOOD, DRINK, OR TOBACCO USE ALLOWED"*

**** "CAUTION - CHILDREN MAY BE EXITING" TO BE MOUNTED ON THE REAR DOOR.*

DECALS, SAF BI-LINGUAL SPANISH AT-AL

FORD MOBILITY: $ -0

ENC CONCESSION ALLOWANCE: $ -0

FORD GOVMNT CON. (MUST HAVE FORD GPC #): $ -0

FREIGHT TO HOUSTON TEXAS.: $ 910

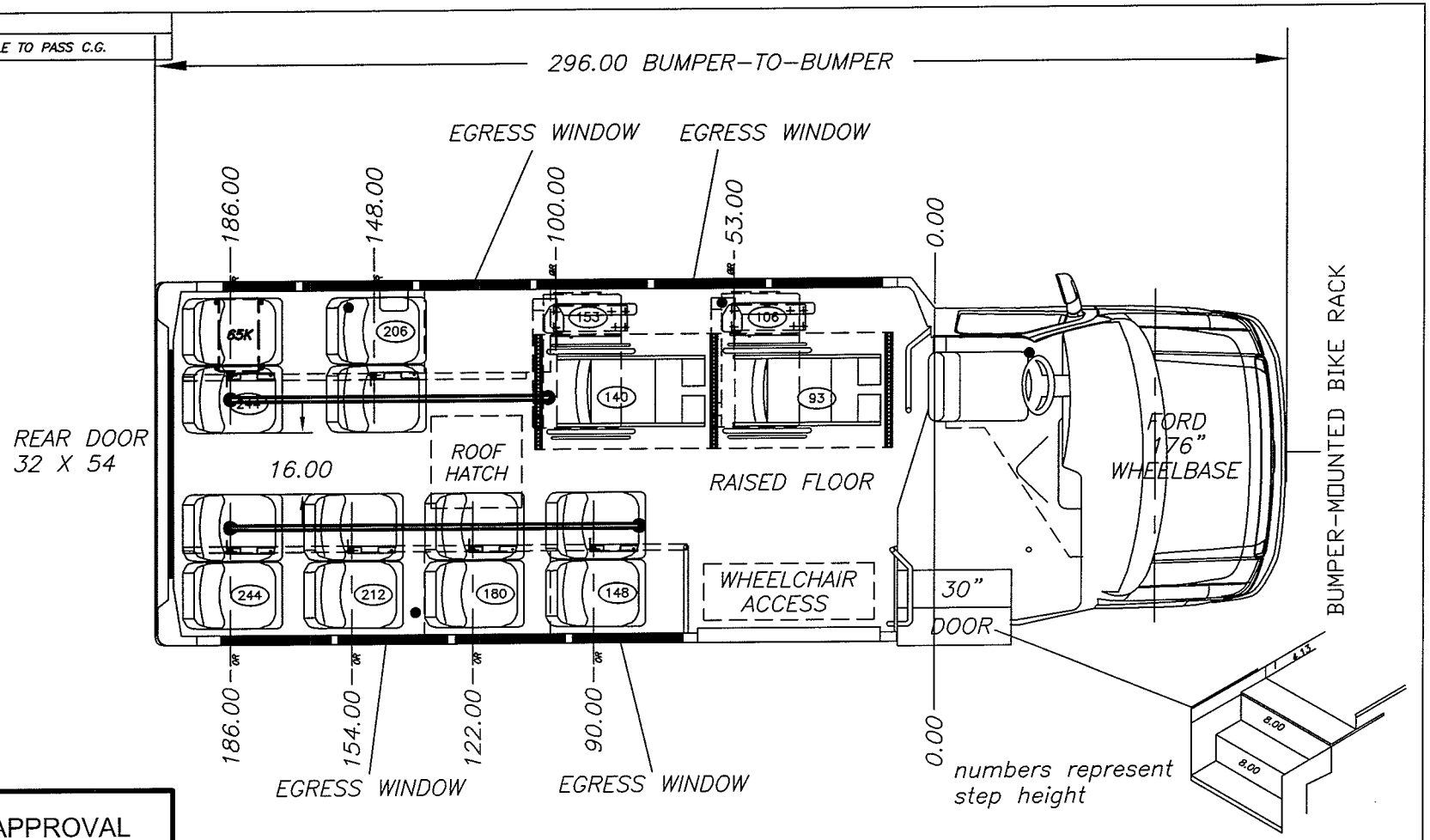
SOR- 2875- AUTOMATIC VOICE ANNUNCIATION SYSTEM

**** MUST OPERATE INDEPENDENTLY OF THE DRIVER COMPLYING WITH ALL ADA REQUIREMENTS WHILE PROVIDING CLEAR AND AUDIBLE ANNUNCIATION/PRERECORDED MESSAGES FOR EVERY STOP BOTH INSIDE AND OUTSIDE OF THE BUS. MUST BE ABLE TO PROVIDE DIFFERENT MESSAGES FOR ONBOARD PASSENGERS (INDOOR SPEAKERS) VERSUS THOSE WAITING AT A BUS STOP (OUTDOOR SPEAKER). MUST INTEGRATE WITH GPS AND ELECTRONIC DESTINATION SIGNS TO ENSURE RELIABILITY AND CONTINUITY OF INFORMATION.*

SPO- SOR-2873-LUMINATOR HORIZON SMT DEST SIGN

SOR-2868- SEON SECURITY/SURVEILLANCE CAMERA SYSTEM.

FREEDMAN - ABS BACK PER (1) (8)



DEALER APPROVAL

☐ APPROVED

X _____

CUSTOMER SIGNATURE

DO NOT SCALE DRAWING

THIS DRAWING IS THE PROPERTY OF ELDORADO, A REV GROUP COMPANY, AND IS NOT TO BE DUPLICATED OR USED IN ANY WAY DETRIMENTAL TO THEIR BEST INTEREST. REV. 02/16

DRAWING INFORMATION

DRAWN:BRUNER | CKD:

DATE: 7/17/17 | SIZE:A

SCALE: 1/42 | WGT:

TOLERANCE UNLESS SPECIFIED

SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")

RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)

REV.	BY	DATE	DESCRIPTION
–	DRB	7/17/17	RELEASE TO PRODUCTION

ELDORADO
REVGROUP
1655 WALL STREET
SALINA, KS. 67401

TITLE:
AEROTECH 240
30" ENTRY DOOR / WC DOOR (FRONT)

UNIT NUMBER
ATF2413–LN01

PAGE
1 OF 1

Agreement RFP 17-044

ESTIMATE WEIGHT WORKSHEET

Unit Number: LN17072802
Date: 07/28/17
Dealer: TEXAS
Customer: FORT BEND
Description: ATF240, 16/12 PASS, 0/2 WC
Max capacity: 17

	FRONT (LBS)	REAR (LBS)	TOTAL (LBS)
Dry weight of unit (No passengers, no fuel)	4143	6070	10213
Curb weight of unit (No passengers, full fuel)	4092	6451	10543
Loaded weight of unit (Full passengers, full fuel)	4054	9039	13093
Vehicle Rating	**5000**	**9600**	**14500**
Overweight condition:	NO (946)	NO (561)	NO (1407)

ATTACHMENT B

TRANSIT VEHICLE MANUFACTURERS CERTIFICATION OF COMPLIANCE WITH 49 CFR PART 26.49

This procurement is subject to the provisions of 49 CFR, Part 26.49. Accordingly, as a condition of permission to propose, the following certification must be completed and submitted with the RFP along **with a current copy of the manufacturer's TVM DBE Goal Concurrence/Certification Letter from FTA**.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

ElDorado, a TVM, hereby certifies that it has complied with
(Name of Manufacturer)

the requirements of 49 CFR Part 26.49 by submitting a current DBE goal to FTA. The goals apply to Federal Fiscal Year 2017, October 1, 2016 to September 30, 2017 and have been approved or not disapproved by FTA.

OR

_____, hereby certifies that the Manufacturer of the transit vehicle to
(Name of Dealer/Distributor)

be supplied, _____, has complied with the above-referenced
(Name of Manufacturer)

requirement of 49 CFR Part 26.49.

SIGNATURE _____

NAME Darrin Hendrixson

TITLE ElDorado Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT C

PRE-AWARD and POST DELIVERY AUDIT REQUIREMENTS CERTIFICATION

Pre-Award and Post-Delivery Audit Requirements - The Proposer agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

1. Buy America Requirements: The Proposer shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If the Proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. (Attachment D)

2. Solicitation Specification Requirements: The Proposer shall submit evidence that it will be capable of meeting the RFP specifications. (Attachment E)

3. Federal Motor Vehicle Safety Standards (FMVSS): The Proposer shall submit 1) manufacturer's FMVSS self-certification that the vehicle(s) comply with all applicable FMVSS or 2) manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations. (Attachment F)

SIGNATURE _____

NAME Darrin Hendrixson

TITLE ElDorado Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT D

CERTIFICATE OF COMPLIANCE WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C), Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations at 49 C.F.R. Part 661.11.

The Proposer must submit with this RFP documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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.

SIGNATURE _____

NAME Darrin Hendrixson

TITLE ElDorado Brand Manager

COMPANY ElDorado

DATE 7/27/2017

OR

CERTIFICATE OF NON-COMPLIANCE WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, but may qualify for an exception to the requirements consistent with 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D), Sections 165(b)(2) or (b)(4) of the Surface Transportation Assistance Act, as amended, and regulations in 49 C.F.R. 661.7.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT E

PROPOSER SELF CERTIFICATION

1.) The Proposer certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that the services rendered will comply with the terms of the solicitation or contract.

2.) The Proposer certifies that it has read all of the RFP, proposal, or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Description of Commodity or Service_____

SIGNATURE _____

NAME Darrin Hendrixson

TITLE ElDorado Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT F

FMVSS (FEDERAL MOTOR VEHICLE SAFETY STANDARDS) CERTIFICATION

All vehicles provided by the vendor must comply with all applicable FMVSS. The Proposer shall submit with this RFP:

1) Manufacturer's self-certification that the vehicle(s) will comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) for each proposed vehicle model

or

2) Manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations.

SIGNATURE _____

NAME Darrin Hendrixson

TITLE ElDorado Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT G

CERTIFICATION REGARDING LOBBYING

The Proposer certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any persons for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding to 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 for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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 [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (PL 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transactions 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.

[Note: Pursuant to 31 U.S.C. 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 for each such expenditure or failure.]

The Proposer certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Proposer understands and agrees that the provisions of 31 U.S.C. Section A 3801 *et seq.*, apply to this certification and disclosure, if any.

SIGNATURE _____ COMPANY ElDorado

NAME & TITLE Darrin Hendrixson, ElDorado Brand Manager DATE 7/27/2017

ATTACHMENT H

CERTIFICATION REGARDING GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

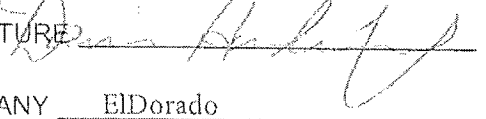
This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Proposer is required to verify that none of the contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The Proposer is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its RFP or proposal, the proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by _____ (agency name). If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to _____ (agency name), the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

DATE 7/27/2017

SIGNATURE 

COMPANY ElDorado

NAME Darrin Hendrixson

TITLE ElDorado Brand Manager

ATTACHMENT I

CERTIFICATE OF COMPLIANCE WITH FTA'S BUS TESTING REQUIREMENTS

The Proposer certifies that the vehicle(s) offered in this procurement comply with 49 U.S.C. § 5323(c) and FTA's implementing regulation at 49 CFR Part 665, and any amendments thereto, according to one of the following three alternatives.

(Indicate with an "X" only one of the following statements.)

1. X The vehicles offered have been tested in accordance with 49 CFR Part 665. The vehicles being sold should have the identical configuration and major components as the vehicle in the test report(s), which must be submitted with this RFP. If the configuration or components are not identical, the manufacturer shall provide with its RFP a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing.

2. ___ The vehicles offered are a new model, or with a major change in configuration or components to be acquired, and will be tested and the full bus testing report(s) and any applicable partial testing report(s) will be submitted to the Purchaser before final acceptance of the first vehicle .

3. ___ The vehicles offered have been "grandfathered" (has been used in mass transit service in the United States before October 1, 1998, and is currently being produced without a major change in configuration or components), and submits with the RFP the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

The Proposer 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 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.

Funds will not be released until the purchasing agency gets a copy of the bus test (Altoona) reports, as appropriate, per 49 CFR 665.

SIGNATURE _____

NAME Darrin Hendrixson

TITLE ElDorado Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT J

Texas Department of Transportation Form PTN-130
Consolidated Certification Form

I. GENERAL:
The undersigned vendor certifies to abide by these clauses and include the following clauses in each subcontract financed in whole or in part with Federal Transit Administration (FTA) funds. Vendors are certifying by reference the entire list of FTA FY 2017 Certifications and Assurances, and shall download the same at:
https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/fta-fiscal-year-2017-certifications-and

A. Access to Third Party Contract Records (ALL)
As required by 49 U.S.C. § 5325(g), The VENDOR agrees provide sufficient access to records as needed to assure proper project management and compliance with Federal laws and regulations.

B. Interest of Members of or Delegates to Congress (ALL)
The vendor certifies that no member of or delegate to the Congress of the United States (US) shall be admitted to any share or part of this contract or to any benefit arising therefrom.

C. Prohibited Interest (ALL)
The vendor certifies that no member, officer or employee of the Public Body or of a local public body during his or her tenure or one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

D. Cargo Preference - Use of United States-Flag Vessels (property transported on ocean vessels)
The vendor agrees: a. to use privately owned US -Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for US-Flag commercial vessels, b. to furnish within 20 working days following the date of loading for shipments originating within the US or within 30 working days following the date of loading for shipments originating outside the US, a legible copy of a rated, "on-board" commercial ocean bill-of-lading in English for each shipment of cargo to the Division of National Cargo, Office of Market Development, Maritime Administration Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading).

E. Energy Conservation (ALL)
The vendor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

F. No Obligation by the Federal Government (ALL)
The Purchaser and vendor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract).

G. Program Fraud and False or Fraudulent Statements or Related Acts (ALL)
The vendor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S. C. §3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F R. Part 31, apply to its actions pertaining to this project. The vendor certifies truthfulness and accuracy of any statement it makes pertaining to the FTA-assisted project. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement, submission or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 as deemed appropriate. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement submission, or certification to the Federal Government relating to the FTA-assisted project, per 49 U.S.C. §5307, the Government reserves the right to impose the penalties of 18 U.S.C. §1001 and 49 U.S.C. §5307(n)(1), on the Contractor, as deemed appropriate.

H. Contract Work Hours (all over 100K)
(1) Overtime requirements - No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) **Violation; liability for unpaid wages; liquidated damages** - In the event of any violation of the clause set forth in paragraph (1) of this section, the contractor & any subcontractor responsible therefore shall be liable for unpaid wages and shall be liable to the United States for liquidated damages which shall be computed for each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day that an individual was required / permitted to work over 40 hours in a workweek without payment of overtime wages required by the clause in paragraph (1) of this section.

(3) **Withholding for unpaid wages and liquidated damages** - The purchaser shall upon its own action or upon written request of the Department of Labor (DOL) withhold or cause to be withheld, from any money payable for work performed by the contractor or subcontractor under any contract or other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as set-forth in paragraph (2) of this section.

(4) **Subcontracts** - The contractor or subcontractor shall include the clauses set forth in this section and require the same from subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these clauses.

(5) **Payrolls and basic records** - Payrolls and related basic records shall be maintained by the contractor during the course of the work and preserved for three years thereafter for all laborers and mechanics working at the work site (or under the United States Housing Act of 1937 or the Housing Act of 1949, in the construction or development of the project). Such records shall contain the name, address and social security number of each worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records showing that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and records of the costs anticipated or actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of registration of apprenticeship programs, certification of trainee programs, registration of the apprentices and trainees, and ratios & wage rates prescribed in applicable programs.

I. Civil Rights (over 10K)

(1) **Nondiscrimination** - In accordance with Title VI of the Civil Rights Act (CRA), as amended, 42 U.S.C. §2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. §6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. §12132, and Federal transit law at 49 U.S.C. §5332, the vendor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the vendor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) **Equal Employment Opportunity** - The following equal employment opportunity requirements apply:
(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VI of the CRA, as amended, 42 U.S.C. §2000e, and Federal transit laws at 49 U.S.C. §5332, the vendor agrees to comply with all applicable equal employment opportunity requirements of U.S. DOL regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, DOL," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. §2000e note), and with any applicable Federal statutes, executive orders, regulations and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The vendor agrees to take affirmative action to ensure that applicants are employed & treated during employment without regard to their race, color, creed, national origin, sex or age. Action shall include but not be limited to employment, upgrading, demotion, transfer, recruitment, layoff, termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. The vendor agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967 (29 U.S.C. §§623 and 49 U.S.C. §5332), the vendor agrees to refrain from discrimination against present and prospective employees for reason of age, and comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act (42 U.S.C. §12112), the contractor agrees to comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities, and to comply with any implementing requirements FTA may issue.

J. Incorporation of Federal Transit Administration (FTA) Terms (ALL)

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any transit agency requests which would cause the transit agency to violate FTA terms and conditions.

K. Application of Federal, State, & Local Laws, Regulations, & Directives (Federal Changes) (ALL)

The VENDOR agrees that Federal laws and regulations control project award and implementation. The VENDOR understands and agrees that unless the recipient requests FTA approval in writing, the VENDOR may incur a violation of Federal laws or regulations or this agreement if it implements an alternative procedure or course of action not approved by FTA. The VENDOR understands and agrees that Federal laws, regulations, and directives applicable on the date on which Federal assistance is awarded may be modified from time to time. In particular, new Federal laws, regulations, and directives may become effective after the date the project agreement is effective, and might apply to that project agreement. The VENDOR agrees that the most recent versions of such Federal laws, regulations, and directives will apply to the administration of the project at any particular time.

L. Right of the State Government to Terminate (ALL)

Upon written notice, the VENDOR agrees that the State Government may suspend or terminate all or any part of State assistance if terms of the project agreement are violated, if the State Government determines that the purposes of the laws authorizing the Project would not be adequately served by the continuation of State assistance for the Project., if reasonable progress on the Project is not made, if there is a violation of the project agreement that endangers substantial performance of the Project, or if the State Government determines that State assistance has been willfully misused by failing to make appropriate use of Project property. Termination of State assistance for the Project will not typically invalidate obligations properly incurred before the termination date to the extent those obligations cannot be canceled. The State Government reserves the right to require the refund of the entire amount of State assistance provided for the Project or a lesser amount.

M. Disputes, Breaches, Defaults, or Other Litigation (over 150K)

The VENDOR agrees that FTA has a vested interest in the settlement of any dispute, breach, default, or litigation involving the Project. Accordingly:

a. Notification to FTA. The VENDOR is aware that recipients of Federal assistance must notify FTA in writing of any current or prospective major dispute, breach, default, or litigation that may affect the Federal Government's interests in the Project or the administration or enforcement of Federal laws or regulations. If the Federal Government is to be named as a party to litigation for any reason, in any forum, the appropriate FTA Regional Counsel is to be notified in writing before doing so.

b. Federal Interest in Recovery. The VENDOR is aware that the Federal Government retains the right to a proportionate share, based on the percentage of the Federal share awarded for the Project, of proceeds derived from any third party recovery.

c. Enforcement. The VENDOR agrees to pursue its legal rights and remedies available under any third party contract or available under law or regulations.

d. FTA Concurrence. The VENDOR is aware that FTA reserves the right to concur in any compromise or settlement of any claim involving the Project.

e. Alternative Dispute Resolution. The VENDOR is aware that FTA encourages the use of alternative dispute resolution procedures, as may be appropriate.

f. Agency Process.

Transit agency enters dispute resolution process here.

N. Fly America (foreign air transport or travel)
The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and subrecipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

O. Recycled Products (all products)
The contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR 247.

P. Access for Individuals with Disabilities (ALL)
The VENDOR agrees to comply with 49 U.S.C. § 5301(d), which states the Federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. The VENDOR also agrees to comply with all applicable provisions of section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S. C. § 794, which prohibits discrimination on the basis of disability; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 *et seq.*, which requires that accessible facilities and services be made available to individuals with disabilities; and with the Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 *et seq.*, which requires that buildings and public accommodations be accessible to individuals with disabilities; and with other laws and amendments thereto pertaining to access for individuals with disabilities that may be applicable. In addition, the VENDOR agrees to comply with applicable implementing Federal regulations any later amendments thereto, and agrees to follow applicable Federal directives except to the extent FTA approves otherwise in writing. Among those regulations and directives are: (1) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37; (2) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27; (3) Joint U.S. Architectural and Transportation Barriers Compliance Board (U.S. ATBCB)/U.S. DOT regulations, "Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. Part 1192 and 49 C.F.R. Part 38; (4) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35; (5) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36; (6) U.S. General Services Administration (U.S. GSA) regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19; (7) U.S. EEOC, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630; (8) U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; (9) U.S. ATBCB regulations, "Electronic and Information Technology Accessibility Standards," 36 C.F.R. Part 1194; (10) FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. Part 609; and (11) Federal civil rights and nondiscrimination directives implementing the foregoing Federal laws and regulations, except to the extent the Federal Government determines otherwise in writing.

Q. Debarment and Suspension (over 25K)

The vendor hereby certifies that it and its principals have not presently or within a three year period been debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal agency; and the vendor hereby certifies that it and its principals have not presently or within a three-year period been convicted of or had a civil judgment rendered against them for the commission of a fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, state or local) transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property.

R. Clean Water & Air (over 150K)

The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§7401 et seq. The vendor agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to the FTA and the EPA.

S. Non-Lobbying (over 150K)

The undersigned certifies to the best of his or her knowledge and belief that.

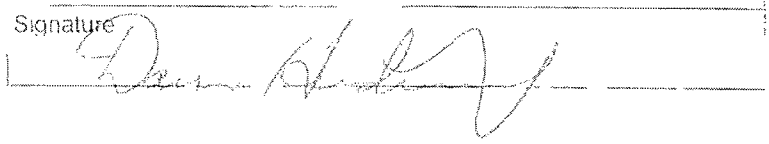
1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned to any person for influencing or attempting to influence any officer or employee of an agency, a member of Congress, an officer or employee of Congress in connection with the awarding of any federal contract, 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 for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this 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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements and that all subrecipients 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 section 1352, title 31, USC. 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.

T. Lobbying and Disclosure Certification

Name of Company	Printed Name of Person Completing Form
ElDorado	Darrin Hendrixson
Date	Signature
7/27/2017	

U. CERTIFICATION TO PURCHASER:

A. The undersigned vendor certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that services rendered will comply with the terms of the solicitation or contract.

B. The undersigned vendor certifies that it has read all of the bid, proposal or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Name of Company	Address
	Printed Name of Person Completing Form
Telephone	Signature
Date	SS# or Tax ID #
Description of Commodity or Service	

Disadvantaged Business Enterprise Information	Type of Organization (circle)	
	☐ Sole Proprietorship	☐ General Proprietorship
Is your firm a DBE? ☐ (yes) ☐ (no)	☐ Corporation	☐ Limited Partnership
If yes, what type?	☐ Limited Proprietorship	

U. Disadvantaged Business Enterprises (DBE) Certification

The vendor will provide products compliant with 49 CFR 26.49 regarding the vehicle manufacturer s overall DBE goal.

Name of manufacturer of vehicle(s) to be delivered: ElDorado

V. Altoona Test Certification (for rolling stock purchases) (Check one of the following):

☒ The vehicle has been Altoona tested, report number PTI-BT-R940S-04 & PTI-BT-R2014-13-01-P

☐ The vehicle is exempt from testing IAW 49 CFR 665.

☐ The vehicle is currently being tested at Altoona.

Funds will not be released until the purchasing agency gets a copy of the Altoona test report, as appropriate, per 49 CFR 665.

W. Federal Motor Vehicle Safety Standards (FMVSS) Certification (for rolling stock purchases)

Any vehicles provided by the vendor will comply with all applicable FMVSS. The vendor 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 contracted buses will not be subject to FMVSS regulations.

FMVSS Certification

Name of Company	Printed Name of Person Completing Form
ElDorado	Darrin Hendrixson
Date	Signature
7/27/2017	Darrin Hendrixson

X. Buy America (Check where applicable). (over $150K rolling stock, construction, materials)

☒ The vendor or offeror hereby certifies it will comply with the requirements of 49 USC 5323(j) and the applicable regulations in 49 CFR 661, providing Buy America compliant manufactured goods or rolling stock.

☐ The vendor or offeror cannot comply with the requirements 49 USC 5323(j), but may qualify for an exception to the requirement pursuant to the regulations in 49 CFR 661.

Buy America Certification

Name of Company	Printed Name of Person Completing Form
ElDorado	Darrin Hendrixson
Date	Signature
7/27/2017	

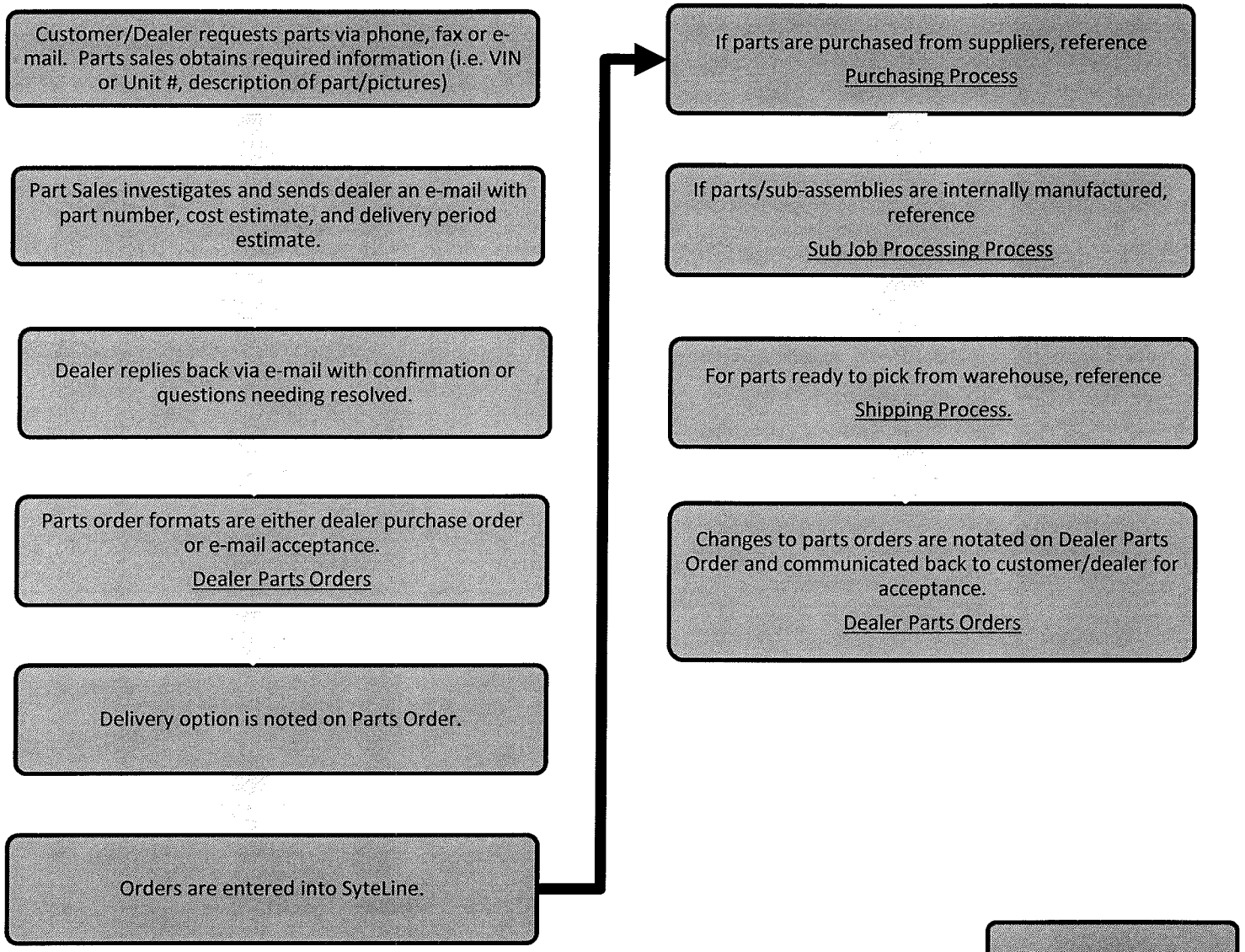
II. SPECIAL PROJECT TYPE PROVISIONS - the following addenda are attached and endorsed as appropriate:

A. Construction or Architectural & Engineering Projects ☐

B. Transit Operations or Management Projects ☒

C. Intelligent Transportation System or Research & Development ☐

AFTER MARKET PARTS SALES PROCESS



Quality Records

Dealer Parts Orders	Electronic	Restricted Access	Parts Dept.	Indefinite	NA

Revision History

0	5/11/16	New flowchart for Parts Orders – replaces P-7.2.2.2	R. Ecklund	R. Ecklund
0	6/9/17	Annual review – no changes	R. Ecklund	C. Whitesell

ELDORADO REV GROUP WORLD TRANS REV GROUP GOSHEN REV GROUP

QUALITY POLICY

"Do it right the first time"

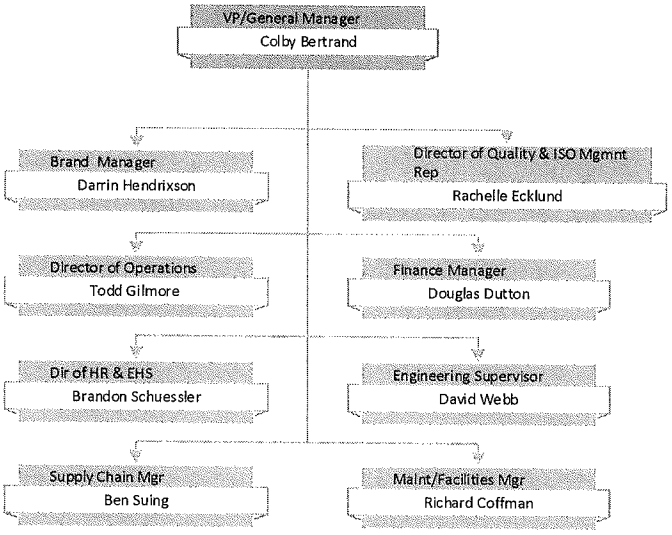
THE ISO QUALITY PHILOSOPHY

"Say What You Do and Do What You Say"

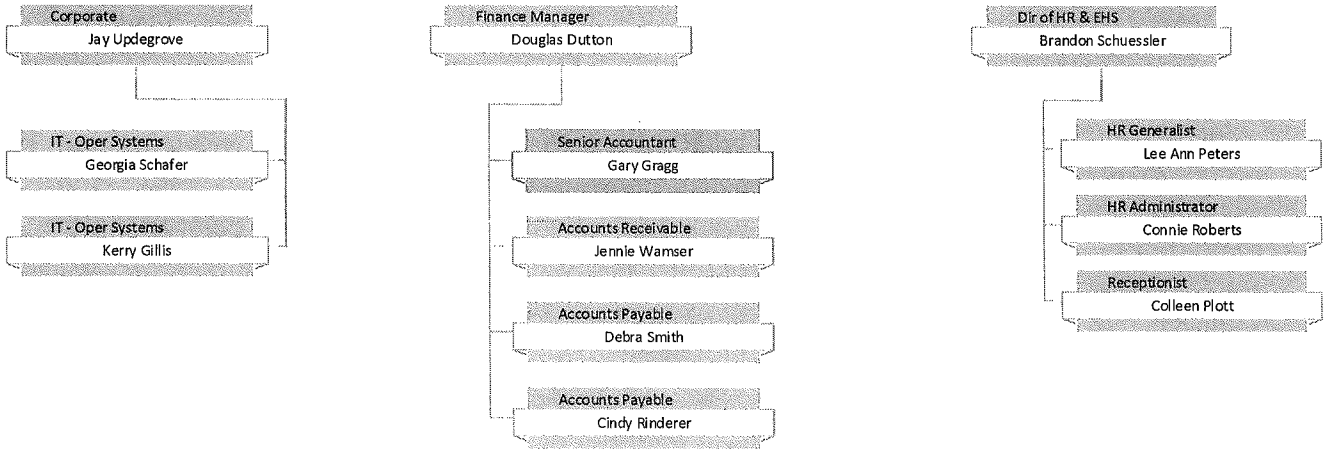
Each of us at REV Bus - Salina is committed to improving our customer's satisfaction. We focus on **doing things right the first time** in each area of our company. This establishes a standard for the quality of our products and services for which we constantly seek ways to improve.

Rev. 3 6/26/17

ElDorado Staff

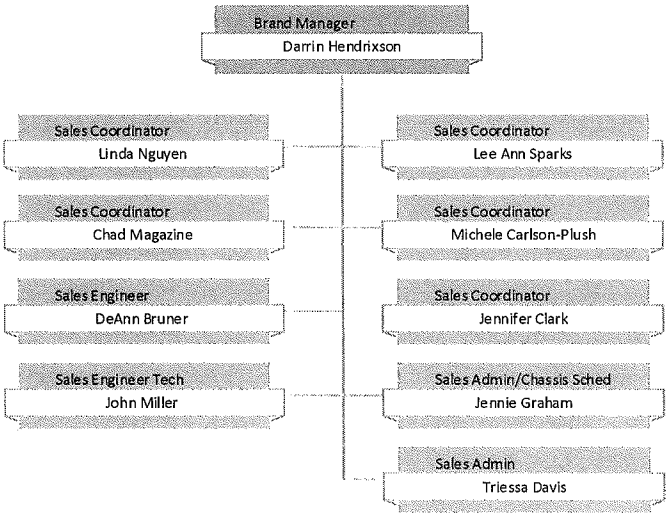


IT/Accounting/HR

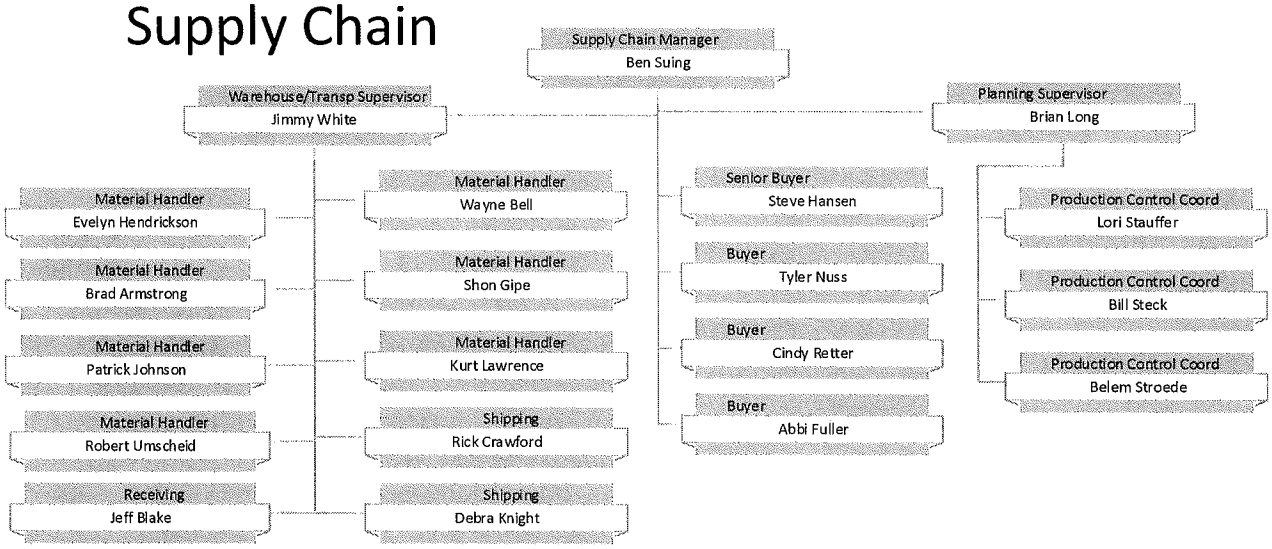


Sales

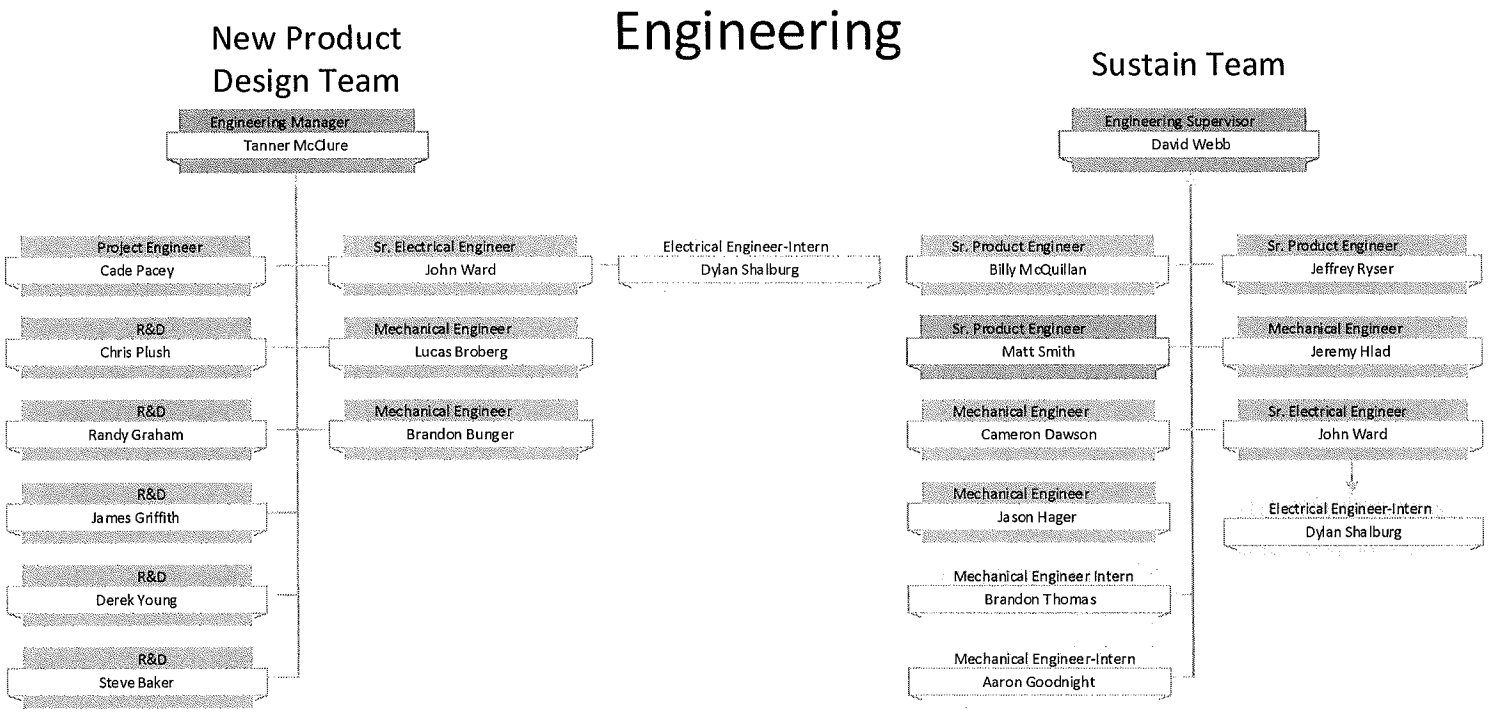
Bus


Brand Manager
Darrin Hendrixson
Sales Coordinator
Linda Nguyen
Sales Coordinator
Lee Ann Sparks
Sales Coordinator
Chad Magazine
Sales Coordinator
Michele Carlson-Plush
Sales Engineer
DeAnn Bruner
Sales Coordinator
Jennifer Clark
Sales Engineer Tech
John Miller
Sales Admin/Chassis Sched
Jennie Graham
Sales Admin
Triessa Davis

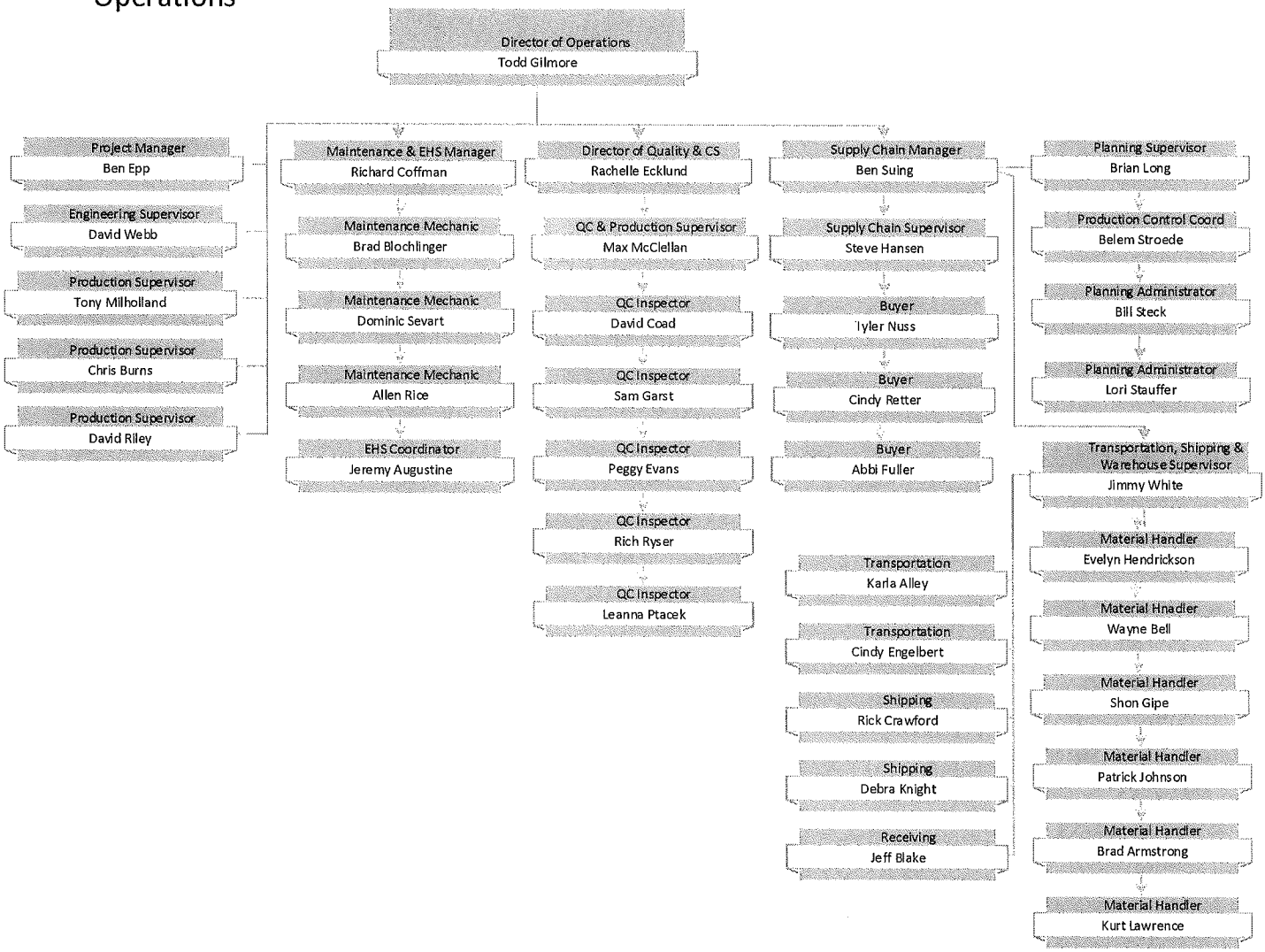
Supply Chain

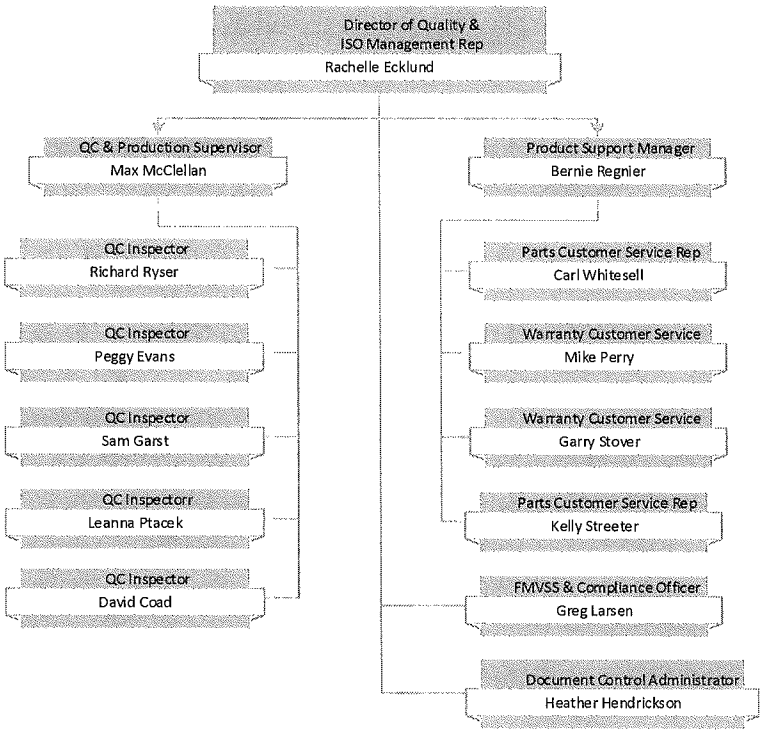


Engineering



Operations


Director of Operations
Todd Gilmore
Project Manager
Ben Epp
Engineering Supervisor
David Webb
Production Supervisor
Tony Millholland
Production Supervisor
Chris Burns
Production Supervisor
David Riley
Maintenance & EHS Manager
Richard Coffman
Maintenance Mechanic
Brad Blochlinger
Maintenance Mechanic
Dominic Sevart
Maintenance Mechanic
Allen Rice
EHS Coordinator
Jeremy Augustine
Director of Quality & CS
Rachelle Ecklund
QC & Production Supervisor
Max McClellan
QC Inspector
David Coad
QC Inspector
Sam Garst
QC Inspector
Peggy Evans
QC Inspector
Rich Ryser
QC Inspector
Leanna Ptacek
Supply Chain Manager
Ben Suing
Supply Chain Supervisor
Steve Hansen
Buyer
Tyler Nuss
Buyer
Cindy Retter
Buyer
Abbi Fuller
Transportation
Karla Alley
Transportation
Cindy Engelbert
Shipping
Rick Crawford
Shipping
Debra Knight
Receiving
Jeff Blake
Planning Supervisor
Brian Long
Production Control Coord
Belem Stroede
Planning Administrator
Bill Steck
Planning Administrator
Lori Stauffer
Transportation, Shipping & Warehouse Supervisor
Jimmy White
Material Handler
Evelyn Hendrickson
Material Hnadler
Wayne Bell
Material Handler
Shon Gipe
Material Handler
Patrick Johnson
Material Handler
Brad Armstrong
Material Handler
Kurt Lawrence


Director of Quality &
ISO Management Rep
Rachelle Ecklund
QC & Production Supervisor
Max McClellan
Product Support Manager
Bernie Regnier
QC Inspector
Richard Ryser
QC Inspector
Peggy Evans
QC Inspector
Sam Garst
QC Inspectorr
Leanna Ptacek
QC Inspector
David Coad
Parts Customer Service Rep
Carl Whitesell
Warranty Customer Service
Mike Perry
Warranty Customer Service
Garry Stover
Parts Customer Service Rep
Kelly Streeter
FMVSS & Compliance Officer
Greg Larsen
Document Control Administrator
Heather Hendrickson

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
OFFICE OF TRANSPORTATION AND AIR QUALITY
WASHINGTON, DC 20460

CERTIFICATE OF CONFORMITY
2016 MODEL YEAR

Manufacturer: **FORD MOTOR COMPANY**

Engine Family: **GFMXH06.7B23**
Certificate Number: **FMX-ONHWY-16-02**
Intended Service Class: **LHDD**
Fuel Type: **DIESEL**
FELs: NMHC +NOx: **N/A**
NOx: **N/A**
PM: **N/A**

Greenhouse Gas Info.
Primary Intended Service Class: **VOCATIONAL**
Primary Test Configuration FTP (if applicable):
CO_2 FCL value (g/hp-hr) **585**
CO_2 FEL value (g/hp-hr) **603**
N_2O FEL value (g/hp-hr) **0.10**
CH_4 FEL value (g/hp-hr) **0.10**
Primary Test Configuration Ramped-modal(if applicable):
CO_2 FCL value (g/hp-hr)
CO_2 FEL value (g/hp-hr)

Effective Date: **5/21/2015**
Date Issued: **5/21/2015**

Byron J. Bunker, Director
Compliance Division
Office of Transportation and Air Quality

Pursuant to Section 206 of the Clean Air Act (42 U.S.C. section 7525), 40 CFR Part 86, and subject to the terms and conditions prescribed in those provisions, this certificate of conformity is hereby issued with respect to the test engines which represent the following motor vehicle engines, by engine family, and is subject to the terms and conditions prescribed in those provisions.

This certificate of conformity covers only those new motor vehicle engines which conform in all material respects to the design specifications that applied to those engines described in the documentation required by 40 CFR Part 86 and which are produced during the model year stated on this certificate of the said manufacturer, as defined in 40 CFR Part 86.

It is a term of this certificate that the manufacturer shall consent to all inspections described in 40 CFR 86.096-7, 86.606, and 86.1006 and authorized in a warrant or court order. Failure to comply with the requirements of such a warrant or court order may lead to revocation or suspension of this certificate for reasons specified in 40 CFR Part 86. It is also a term of this certificate that this certificate may be revoked or suspended or rendered void ab initio for other reasons specified in 40 CFR Part 86.

This certificate does not cover engines sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

ELDORADO NATIONAL

REV GROUP

FMVSS CERTIFICATION

ElDorado, as a final-stage manufacturer of incomplete motor vehicles, hereby certifies that ElDorado buses are manufactured in compliance with all Federal Motor Vehicle Safety Standards (FMVSS) as required in Parts 567 and 568 of Title 49, Code of Federal Regulations.

Part 568 of title 49, Code of Federal Regulations requires the incomplete vehicle manufacturer to specify the Gross Vehicle Weight Rating (GVWR) of the total.

The above regulations require, among other things, that each complete motor vehicle have a permanently affixed label certifying that such vehicle conformed with all applicable FMVSS on the stated date of manufacture.

All vehicles completed by ElDorado have affixed the required certification labels when the vehicle leaves the assembly plant. This certification label on a completed vehicle specifies the Gross Vehicle Weight Rating (GVWR) of the total vehicle as required.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradobus.com

FMVSS
APPROVALS AND CERTIFICATIONS

The following is a listing of various safety requirements, testing, and general performance data pertaining to ElDorado products and related components.

From Title 49, Code of Federal Regulations, Section 571, the following is a listing of the Federal Motor Vehicle Safety Standards (FMVSS) which all ElDorado products either meet or exceed:

FMVSS NO.	DESCRIPTION
100	**SERIES - ACCIDENT PREVENTION**
101	Controls Location & Identification
102	Transmission Shift Lever Sequence
103	Windshield Defrosting & Defogging
104	Windshield Wiping & Washing System
105	Hydraulic Brake System
106	Brake Hoses
108	Lights and Reflectors
111	Rear View Mirrors
113	Hood Latch System
116	Hydraulic Brake Fluids
119	New Pneumatic Tires
120	Tire Selection & Wheels for Buses
124	Accelerator Control Systems
200	**SERIES - INJURY PREVENTION**
204	Steering System Rearward Movement
205	Glazing Materials (window glass)
206	Door Lock & Door Retention Components
207	Anchorage of Seats
208	Occupant Restraints
209	Seat Belt Assemblies
210	Seat Belt Assembly Anchorages
217	Bus Window Strength & Emergency Release
220	School Bus Rollover Protection *
225	Child Safety Restraint

300	**SERIES - POST ACCIDENT PROTECTION**
302	Flammability of Interior Materials
400	**SERIES - OBJECTIVE SAFETY REQUIREMENTS**
403	Platform Lift Systems for Motor Vehicles
404	Platform Lift Installations in Motor Vehicles

*Not required. However, all ElDorado products have been tested and meet or exceed.

Darrin Hendrixson
ElDorado Brand Manager

Date

Revised: 11/26/2009

FORD QUALITY VEHICLE MANUFACTURERS PROGRAM OVERALL RATING FORM

		MAXIMUM POINTS		FTQP COMMON
	QUALITY PLAN - PROGRAM COMMON			
D0100	Management Commitment	9	*	9.0
D0200	Employee Involvement	2		2.0
D0300	Engineering	11	*	11.0
D0400	Process Control	2	*	1.0
D0500	Quality Control	13	*	13.0
D0600	Completed Vehicle Sign-off	8	*	5.5
D0700	Customer Support	10		10.0
D0800	Manufacturing Environment	4		4.0
	Meets Quality Plan Minimum Requirements (Yes/No)		*	Yes
	Quality Plan Subtotal	59		55.5
	GENERAL CHASSIS - PROGRAM COMMON			
E0100	Heat Management	0	*	0.0
E0200	Climate Control - Heat & Air Cond.	9	*	9.0
E0300	Wheels and Tires	2	*	1.5
E0400	Steering and Suspension	0	*	0.0
E0500	Brakes	0	*	0.0
E0600	Powertrain - Engine/Transmission/Axles	0	*	0.0
E0700	Fuel System	0	*	0.0
E0800	Exhaust System	0	*	0.0
E0900	Frame	2	*	2.0
E1000	Body and Seating	3	*	3.0
E1100	Electrical Systems	9	*	7.5
E1200	Material/General	1		1.0
	Meets General Chassis Minimum Requirements (Yes/No)		*	Yes
	General Chassis Subtotal	26		24.0
	Meets All Common Minimum Requirements (Yes/No)		*	Yes
	Common FTQP Program Subtotal	85		79.5
	UNIQUE INDUSTRY MODIFICATIONS			FTQP UNIQUE
MH-	Motor Home and Transit Bus	14	*	14.0
	Meets Unique Minimum Requirements (Yes/No)		*	Yes

TOTAL COMMON AND UNIQUE

Meets All Common & Unique Minimum Requirements (Yes/No)			Yes
Total Score	(Maximum Possible):	99	93.5
Minimum Qualifying Score Required: (85% of Maximum Possible)		84.2	94.4%

*** = One or more minimum requirements in this section**

COMPANY ASV DATE May 21, 2015

DIVISION AVS Comercial Bus Division, ElDorado National - Kansas

LOCATION 1655 Wall Street, Salina, Kansas 67401-1759

PRODUCTS Shuttle Buses, not School Buses

CHASSIS USED E-350 vans and Cutaways, E-450 Cutaways, F-550, F650

CONTACT NAME Greg Larsen TELEPHONE (785) 827-1033 FAX (785) 827-0965

SIGNATURE E-MAIL gregl@enconline.com

QVM REMARKS AND OVERALL ASSESSMENT

It is noted that ElDorado is added Krystal Koach bus products to their product line, these products were reviewed.
~ 2,300 units/yr, ~70% Ford.

*Exhaust must not be in contact with frame.
*Seat pedestals with pretensioner systems need be reinstalled in the same vehicle they were removed from.
*ECM connectors need to disconnected during welding process, and reinstalled properly.
* Front outboard shoulder harness D-ring needs to be free to rotate, both F550 & F650.

See pictures for improvements/possible problems.

OVERALL ASSESSMENT

FM

FINAL RATING (FM, P, NQ)

CODE	REQUIREMENTS
FM	Fully Meets all the program minimum requirements including minimum qualifying score.
P	Pending - Program status is pending completion of documentation.
NQ	Not Qualified - Considered to have major deficiencies in meeting the program requirements. Not considered an active program participant.

INSPECTION LEADER Alex Jowa

INSPECTION ENGINEER Joe Pomathy

QVM PROGRAM MANAGER J. R. Murray

Agreement RFP 17-044

ELDORADO NATIONAL

REV GROUP

HORSEPOWER CERTIFICATION

ElDorado, hereby certifies that the horsepower of the vehicle is adequate for the speed range and terrain in which it will be required to operate and also meet the demands of all auxiliary power equipment.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradonat.com

ELDORADO

REV GROUP

CERTIFICATION REGARDING LOBBYING

The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, 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 an agency, a Member of Congress, an 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 for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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 [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients 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.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.]

The Contractor, ElDorado, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, apply to this certification and disclosure, if any.

Darrin Hendrixson _____ Signature of Contractor's Authorized Official

ElDorado Brand Manager _____ Name and Title of Contractor's Authorized Official

_____ Date

ELDORADO

REV GROUP

CERTIFICATION OF LOWER-TIER PARTICIPANTS REGARDING DEBARMENT, SUSPENSION, AND OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

The Lower Tier Participant (potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract), ElDorado, certifies, by submission of this proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(If the Lower Tier Participant [potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract] is unable to certify to any of the statements in this certification, such participant shall attach an explanation to this proposal.)

The lower-tier participant (potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract), ElDorado, 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., §§ 3801 et seq., are applicable thereto.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO

REV GROUP

CERTIFICATION OF MOTOR VEHICLE POLLUTION REQUIREMENTS

ElDorado, hereby certifies that the motor vehicle(s) being provided under this contract shall be in full compliance with the following:

1. The horsepower of the vehicles is adequate for the speed, range, and terrain in which it will be required and also to meet the demands of all auxiliary power equipment.

2. All gases and vapors emanating from the crankcase of a spark-ignition engine are controlled to minimize their escape into the atmosphere.

3. Viable emission from the exhaust will not exceed No. 1 on the Ringlemann Scale when measured six inches from the tail pipe with the vehicle in steady operation.

4. When the vehicle has been idled for three minutes and then accelerated to 80% of rated speed under load, the opacity of the exhaust will not exceed No. 2 on the Ringlemann Scare for more than five seconds, and not more than No. 1 on the Ringlemann Scale thereafter.

It is further certified that Ford Motor Company warrants that:

1. The vehicle being supplied was designed, built and equipped to conform, at the time it was sold, with the emissions regulations of the U.S. Environmental Protection Agency (EPA), and

2. The vehicle being supplied is free of defects in materials and workmanship which would cause it to fail to conform with applicable EPA regulations for a period of five (5) years or 50,000 miles, whoever occurs first.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradonat.com

ELDORADO NATIONAL

REV GROUP

NOISE ABATEMENT CERTIFICATION

ElDorado, hereby certifies that the vehicle(s) being provided are in full compliance with the provisions of CFR 40, Part 205.54 Exterior Noise and CFR Title 49, Part 393.94 Interior Noise as required by the Code of Federal Regulations in effect at the time of manufacture.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradonat.com

ELDORADO

REV GROUP

CERTIFICATION OF STRUCTURAL INTEGRITY

ElDorado, hereby certifies that all joints and corners where stress concentration may occur on the vehicles being offered are adequately reinforced to fully withstand the required loads and road shocks that a vehicle of this type is exposed to in both urban and rural service, and to maximize the likelihood that the body will retain its integrity in a roll-over situation.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradosales.com

GOSHEN REV GROUP ELDORADO REV GROUP WORLD TRANS REV GROUP

WATER TEST CERTIFICATE

DATE: _____ UNIT NUMBER: _____

This unit has passed a 15 minute water test which consists of 50 strategically placed nozzles. Each nozzle emits a minimum 2.5 gallons of water per minute at a minimum of 40 lbs of pressure.

QC INSPECTOR: _____

ElDorado 1655 Wall Street, Salina, KS 67401. (785) 827-1033, (800) 850-1287.
Webpage: http://www.eldorado-bus.com/
ISO 9001 : 2008 Certified

ELDORADO

REV GROUP

CERTIFICATION OF COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT

ElDorado, hereby certifies that the vehicle(s) provided, including the lift equipment and mobility aids installed by ElDorado, comply with all Federal and Veterans' Administration regulations as well as applicable U.S. Department of Transportation and Americans with Disabilities Act guidelines in effect at the time of installation.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
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www.eldobus.com

ELDORADO

REV GROUP

Americans with Disabilities Act
Major Requirements for Accessibility – Subpart B

1. Mobility aid accessibility – Wheelchair lift or ramp, one securement required for vehicles up to 22 feet, two are required for vehicles over 22 feet in length.
2. Doors steps and thresholds – Slip resistance for floors and steps, contrasting color for step edges and boarding edges.
3. Priority seating signs – Signs indicate front seats are for persons with disabilities. Securement areas are to be labeled.
4. Interior circulation, handrails and stanchions – Wheelchair maneuvering room is required, entrance and exit handrails. Interior height clearance for accessing securements. At least one overhead handrail is required in vehicles over 22 feet in length.
5. Lighting – Step wells and doorways including lift or ramp doorways, exterior area lighting at entrance and exit.
6. Fare box – May not obstruct traffic. Vehicles over 22 feet must have a fare box handrail if a fare box is present.
7. Stop request – Fixed route vehicles over 22 feet must have controls adjacent to securement areas.
8. Destination or route information is displayed on the exterior, it must be illuminated and be on the front and boarding side.

Sincerely,
ElDorado

Darrin Hendrixson
ElDorado Brand Manager

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldorado.com

ELDORADO

REV GROUP

AFFIDAVIT OF NON-COLLUSION

I hereby swear (or affirm) under the penalty for perjury:

1. That I am the bidder having authority to sign on its behalf:

2. That the attached bid or bids have been arrived at by the bidder independently and have been submitted without collusion and without agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or service described in the invitation to Bid, designed to limit independent bidding or competition;

3. That the contents of the bid or bids have not been communicated by the bidder or its employees or agents to any person not an employee or agent of the bidder or its surety on any bond furnished with the bid or bids, and will not be communicated to any such person prior to the official opening of the bid or bids; and

4. That I have fully informed myself regarding the accuracy of the statements made in the affidavit.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO

REV GROUP

ALTOONA BUS TESTING CERTIFICATION

ElDorado, hereby certifies that the vehicle(s) being offered for sale have been fully tested as a "family of vehicles" for a minimum service life of seven (7) years or 200,000 miles at the Altoona Bus Testing Center as required by the Surface Transportation and Uniform Relocation assistance Act of 1987 and in accordance with CFR 49, Part 665, as amended.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradobus.com

ELDORADO

REV GROUP

BUS MANUFACTURER'S CERTIFICATION

ElDorado, hereby certifies that the vehicle(s) offered in this bid has been designed, manufactured, assembled and tested for transit purposes and is suitable for extended service in heavy stop-and-go traffic.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradobus.com

ELDORADO

REV GROUP

BUY AMERICA PROGRAM
STEEL & MANUFACTURED PRODUCTS – ADDITIONAL CERTIFICATION

In accordance with Section 165 of the Surface Transportation Act of 1982, PL 97-424, January 6, 1983, as amended, ElDorado agrees that all steel, cement and manufactured products utilized on this FTA assisted project must be produced in the United States. Exceptions to the above may only be granted upon a Secretarial determination:

1. That their application would be inconsistent with the public interest;

2. That such materials and products are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality;

3. In the case of the procurement of bus and other rolling stock (including train control, communication and traction power equipment) under the Federal Mass Transportation Act of 1964, that (a) the cost of components which are produced in the United States is more than 60% of the cost of all components of the vehicle or equipment described in this paragraph, and (b) final assembly of the vehicle or equipment described in this paragraph has taken place in the United States;

4. That inclusion of domestic material will increase the cost of the overall project contract by more than 10% in the case of projects for the acquisition of rolling stock, and 25% in the case of all other projects.

The Manufacturer hereby certifies that with the exception of items listed above, steel and manufactured products to be incorporated into this project have been produced in the United States.

Darrin Hendrixson
ElDorado Brand Manager

Date

BUY AMERICA CERTIFICATION

Company Name: ElDorado

Address: 1655 Wall Street
Salina, KS 67401

Phone #: 785-827-1033 **email:** gary.gragg@eldorado-bus.com

The above named supplier does hereby certify that **at least 60 percent** of the cost of the components supplied To ElDorado, in support of the manufacture of its transit buses, is of domestic (U.S.) origin.

As defined under the Buy America Requirement: Final Rule, 49 CFR Part 661.11, the cost includes the cost of labor, material, allowance for profit, and the administrative and overhead cost attributable to those components under normal accounting principles.

I. **COMPONENTS**
Subcomponent
Fiberglass shell, windows, steel sub-frame, electrical wiring and systems, interior paneling, flooring, floor covering and seats

II. **TOTAL COST/PERCENT:** 60%

III. **LOCATION OF FINAL ASSEMBLY:** Salina, KS

IV. **AUTHORIZING SIGNATURE:** _____ **DATE:** 4/14/16

PRINTED NAME: Gary Gragg **TITLE:** Controller

Please fax or email the completed form to ElDorado • Attention: Jennie Graham
Phone#: 785-827-1033 ext. 158 • Fax#: 785-823-9471 • Email: jennie.graham@eldorado-bus.com
Thank you for your response.

ELDORADO

REV GROUP

CERTIFICATION OF COMPLIANCE WITH THE CLEAN AIR ACT

ElDorado, agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. ElDorado agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and appropriate EPA Regional Office.

ElDorado also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

Darrin Hendrixson
ElDorado Brand Manager

Date

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradobus.com

ELDORADO

REV GROUP

September 12, 2016

ElDorado certifies that the vehicle product models listed meet or exceed the requirements of the Canadian Motor Vehicle Safety Standards (CMVSS). Vehicle compliance test data, and other necessary documentation, have been provided to Transport Canada. The vehicle product models are listed on the Transport Canada Vehicle Import Compatibility (Admissibility) list, and include, but may not be limited to the Aerolite, Aerotech, Aero Elite models.

Sincerely,



Greg Larsen
Compliance Manager

1655 WALL STREET
SALINA, KS 67401
785.827.1033
www.eldoradobus.com

ELDORADO
REV GROUP

CERTIFICATION REGARDING CONFLICT OF INTEREST

49 CFR §18.36 (c)(v) and 49 CFR § 19.43 prohibit organizational conflicts of interest as restrictive of competition.

"Organizational conflict of interest" means that, because of other activities or relationship with other persons or firms, a potential Contractor (including its principal participants, directors, proposed consultants or subcontractors) would be unable or potentially unable to render impartial, technically sound assistance or advice to the City & County of Honolulu or the potential Contractor's objectivity in performing the contract work would or might be otherwise impaired; or the potential Contractor has an unfair competitive advantage.

On behalf of ElDorado, I certify that the Offeror does not have any relationships with any firms or individuals that are or appear to be an organizational conflict of interest.

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO
REV GROUP

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION OF COMPLIANCE WITH SUBPART D, PART 26

This procurement is subject to the provisions of Section 26.49 of 49 CFR Part 26. Accordingly, as a condition of permission to bid, the following certification must be completed and submitted with the bid. A bid which does not include the certification will not be considered.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

ElDorado, *(Name of Firm)*, a TVM, hereby certifies that it has complied with the requirements of Section 26.49 of 49 CFR Part 26 by submitting a current annual DBE Goal to FTA. The goals apply to fiscal year 2017 (October 1, 2016 to September 30, 2017) and have been approved or not disapproved by FTA.

_____, *(Name of Firm)*, hereby certifies that the manufacturer of the transit vehicle to be supplied _____ *(Name of Manufacturer)* has complied with the above referenced requirement of Section 26.49 of 49 CFR Part 26.

Signature: Darrin Hendrixson Date: _____

Title: ElDorado Brand Manager

Firm: ElDorado

Telephone No: (785) 827-1033 Fax No: (785) 823-9471

U.S. Department
Of Transportation
Federal Transit
Administration

Headquarters

East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

November 22, 2016

Jake Calvo
ElDorado National
9670 Galena Street
Riverside, CA 92509

Re: TVM DBE Goal Concurrence/Certification Letter – Fiscal Year 2017

Dear Mr. Calvo:

This letter is to inform you that the Federal Transit Administration's (FTA) Office of Civil Rights has received ElDorado National's Disadvantaged Business Enterprise (DBE) goal and methodology for FY 2017 for the period of October 1, 2016–September 30, 2017. This goal submission is required by the U.S. Department of Transportation's DBE regulations at 49 CFR Part 26 and must be implemented in good faith.

We have reviewed your FY 2017 DBE goal and determined that it is compliant with DOT's DBE regulations. You are eligible to bid on FTA-funded transit contracts. This letter or a copy of the TVM listing on FTA's website may be used to demonstrate your compliance with DBE requirements when bidding on federally funded vehicle procurements.

FTA reserves the right to remove/suspend this concurrence if your DBE program or FY 2017 DBE goal is not implemented in good faith. In accordance with this good faith requirement, you must submit your DBE Uniform Report to FTA by December 1, 2016. This report should reflect all FTA-funded contracting activity for the second period of FY 2016 (i.e., from April 1 to September 30).

Please also be mindful that your FY 2018 DBE goal methodology must be submitted to FTA by August 1, 2017. Any updates to the program plan must be submitted to FTA as they occur. Thank you for your cooperation. If you have any questions regarding this approval, please contact the FTA DBE Team via e-mail at *FTATVMSubmissions@dot.gov*.

Sincerely,

Dawn Sweet

Dawn Sweet
Program Manager
Office of Civil Rights

ELDORADO

RV GROUP

Debarment and Suspension Certification for Prospective Contractor

Choose one alternative:

The Proposer, ElDorado, certified to the best of its knowledge and belief that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

2. Have not within a three-year period preceding this Proposal been convicted of or had a civil judgment rendered against them for 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; violation of federal or state antitrust statutes or commission or embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

3. Are not presently indicted for or otherwise criminally or civilly charge by a governmental entity (federal, state or local) terminated for cause or default.

OR

The Proposer is unable to certify to all of the statements in this certification, and attaches its explanation to this certification. (In explanation, certify to those statements that can be certified to and explain those that cannot.)

The Proposer certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provision of Title 31 USC § Sections 3801 are applicable thereto.

Executed in Salina, Kansas

Darrin Hendrixson
ElDorado Brand Manager

Date

ELDORADO NATIONAL, KANSAS
AEF320 / AERO ELITE

SCHOOL BUS ROLLOVER PROTECTION TEST
FMVSS NO. 220

CONDUCTED BY:

ElDorado National
1655 Wall Street
Salina, KS 67401

Date: November 11, 2011
Project No.: 220-T563

Report Prepared By:

Greg Larsen

Date: December 3, 2011

Witnessed By:

Chad Magazine
Jeff Ryser
Bill McQuillan

Chase Brown
Steve Baker

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NOT TO BE USED, DISCLOSED OR REPRODUCED WITHOUT PERMITION. PROPERTY OF ELDORADO NATIONAL, KANSAS

Objective:

Conduct a rollover protection test on an ElDorado National – Model AEF320 / F550 Aero Elite bus to determine if it meets the load requirements of FMVSS No. 220 - School Bus Rollover Protection.

Summary of Results:

The ElDorado National – Kansas model AEF 320 / F550 Aero Elite bus met the requirements of FMVSS No. 220 with no significant damage to the structure. All egress windows operated properly.

Applied load: 20,468 lbs
Deflection in Inches[1]:

Front of Bus	3.94
Center of Bus	4.50
Rear of Bus	3.81

[1]Maximum Allowable Deflection – 5.12 inches

Vehicle Description

Make: ElDorado National – Kansas
Model: Aero Elite Ford (AEF) 320
VIN: 1FDUF5GY0BEA95573
GVWR: 19,500 lbs
Unloaded Vehicle Weight (UVW): Front – 4408
Rear – 8452
Total – 12860

Final Wt Analysis Worksheet (UVW):

97755_550_320AEF_233_6.8G_11.pdf

Test Procedures

1. The UVW of the test vehicle was determined by the Final Weight Analysis Worksheet of record. The minimum applied load was to be 19,290 lbs.

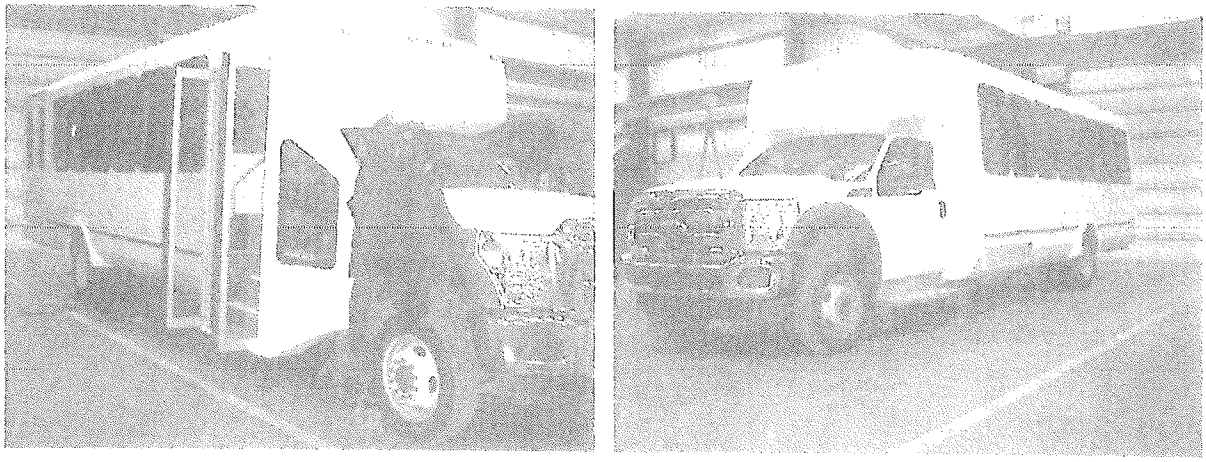
2. The length of the vehicle roof was determined by a plan view of the vehicle. The front was determined to be at the location of the front header door and the rear at the rear of the bus. It was measured at 25' – 4".
3. Compression type measuring devices were installed in the bus, one at the front adjacent to the roof seam, one at the center of the coach, and one at the rear of the coach as near the roof seam as possible. The devices were centered width-wise in the bus. See Photo # 1.

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Pre-Test - Photo #1

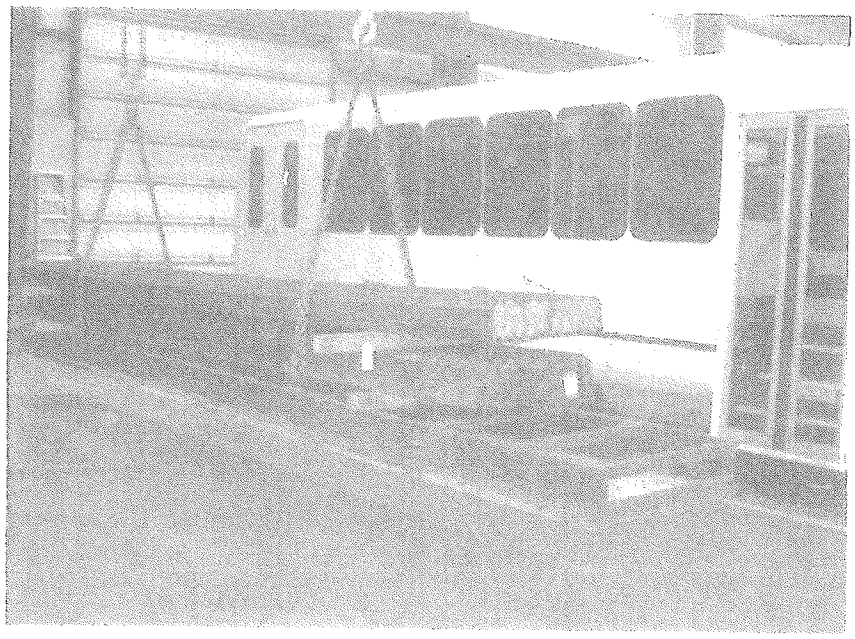
4. Eight (8) jack stands were placed under the vehicle frame to provide a rigid horizontal surface.



Pre-Test - Photo #2 Curb Side / Street Side

5. By using a crane and load cell, the application plate and each layered bundle of steel was weighed, and then each bundle of steel was uniformly placed on the application plate. The final weight of the application weight was recorded at 20,468 lbs. See Photo #3.

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Pre-Test - Photo #3

6. Using a crane, the application plate was located over the center of the roof, and lowered slowly so approximately 500 lbs. was placed on the roof. See Photo #4. At this point the measuring devices were set to zero.



Pre-Test – Photo #4

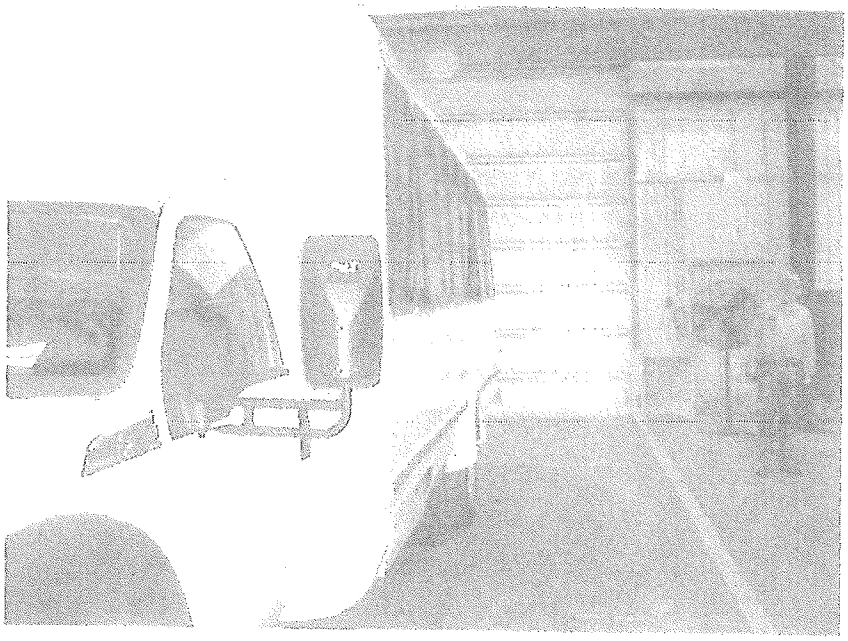
7. The remaining force was lowered onto the vehicle roof. The passenger egress windows were checked for proper operation. See Photo #5. The application plate was then removed from the vehicle.

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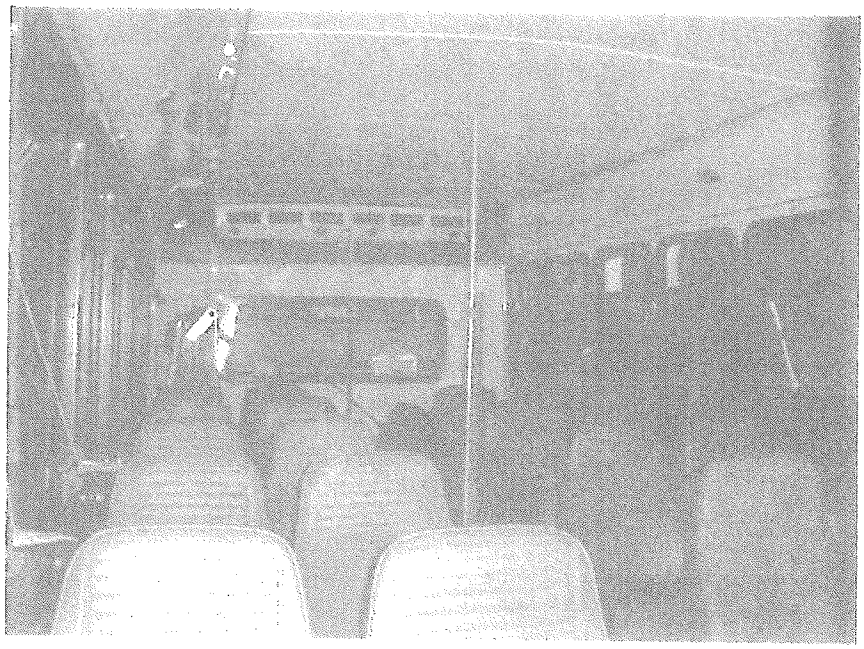
Pre-Test – Photo #5

8. The deflections of the measuring devices were recorded and the vehicle was inspected for damage. See Photo(s) #6 thru #9.

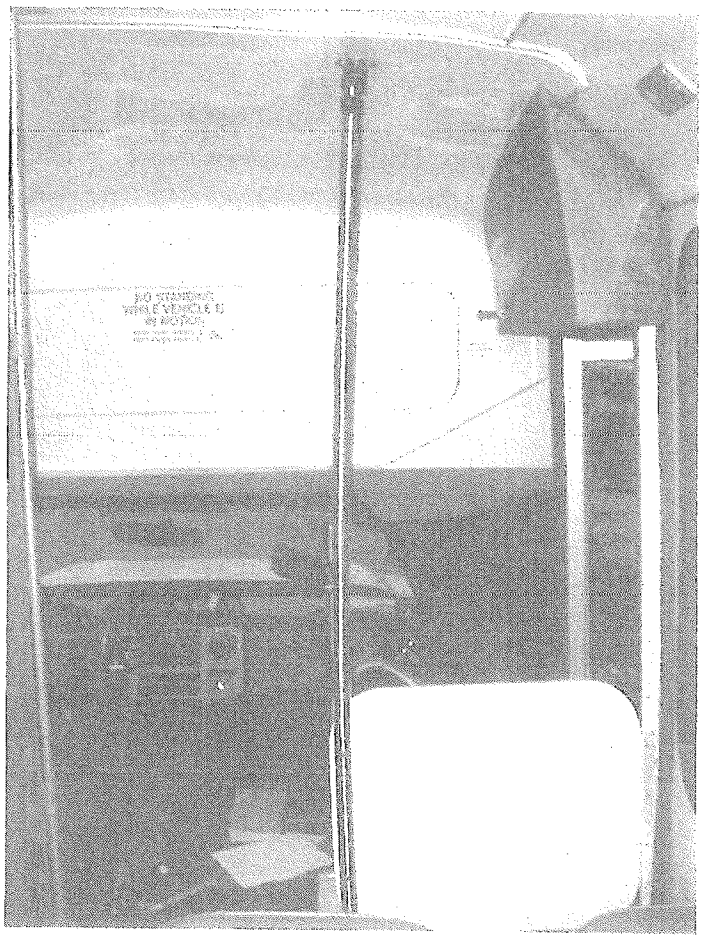


Post Test – Photo #6

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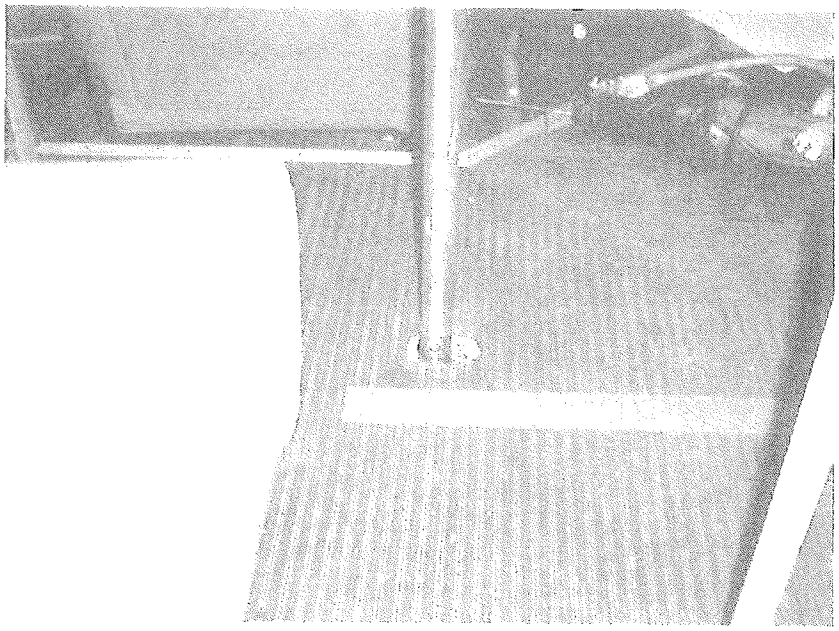


Post Test – Photo #7



Post Test – Photo #8

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Post Test – Photo #9

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BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

ELDORADO AEROELITE 290
FOR
Fort Bend County 24551

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	28.1532%
*Base Body	ElDorado	US	16.1034%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.5641%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	3.4221%
*Heating systems	ProAir, LLC	US	0.4910%
*Passenger seats	Freedman Seating	US	4.0305%
*Flip Seats	Freedman Seating	US	1.8841%
*Driver's seat assemblies	N/A		0.0000%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.0625%
Lift Door	ElDorado	US	1.3094%
Exit Door	ElDorado	US	0.7159%
*Door control assemblies	A & M Systems	US	1.3693%
*Front and rear bumper	N/A		0.0000%
assemblies	Romeo RIM, Inc	US	0.5529%
*Suspension	MORryde	US	0.8596%
*Lift Assembly	Ricon	US	4.0893%
*Restraints	Q'Straint	US	0.8721%
*Hatch	Safefleet Solutions	US	0.2749%
*Fare Box	Diamond Manufacturing	US	1.3406%
*Bike Rack	Sportsworks	US	1.5424%
*Mirrors	Rosco	US	0.7109%
	TOTAL		**68.3479%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY **$50,668.00**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

BIDDER'S CERTIFICATION
BUY AMERICA

PRE - AWARD AUDIT

ELDORADO AEROELITE 270
FOR
Fort Bend County 24553

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Ford Motor Co	US	28.4926%
*Base Body	ElDorado	US	16.2274%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	LGS Group, Inc.	US	0.5709%
Engine Shut-Down	N/A		0.0000%
Battery System	N/A		0.0000%
*Air conditioning			0.0000%
compressor assemblies	Ford Motor Co	Incl'd in Chassis Price	0.0000%
*Air conditioning			0.0000%
evaporator/condenser			0.0000%
assemblies	American Cooling Technology	US	3.4633%
*Heating systems	ProAir, LLC	US	0.4969%
*Passenger seats	Freedman Seating	US	3.6265%
*Flip Seats	Freedman Seating	US	1.9068%
*Driver's seat assemblies	N/A		0.0000%
*Entrance Door			0.0000%
assemblies	ElDorado	US	0.0632%
Lift Door	ElDorado	US	1.3251%
Exit Door	ElDorado	US	0.7245%
*Door control assemblies	A & M Systems	US	1.3858%
*Front and rear bumper	N/A		0.0000%
assemblies	Romeo RIM, Inc	US	0.5595%
*Suspension	MORryde	US	0.8699%
*Lift Assembly	Ricon	US	4.1386%
*Restraints	Q'Straint	US	0.8826%
*Hatch	Safefleet Solutions	US	0.2782%
*Fare Box	Diamond Manufacturing	US	1.3568%
*Bike Rack	Sportsworks	US	1.5610%
*Mirrors	Rosco	US	0.7195%
	TOTAL		**68.6491%**

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY **$49,588.00**

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

A. Their application would be inconsistent with public interest.

B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.

C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.

D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:	**Linda Nguyen**
Title	**Sales Coordinator**
Manufacturer:	**ElDorado**
Date:	**July 31, 2017**

ELDORADO

REV GROUP

Debarment and Suspension Certification for Prospective Contractor

Choose one alternative:

The Proposer, ElDorado, certified to the best of its knowledge and belief that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

2. Have not within a three-year period preceding this Proposal been convicted of or had a civil judgment rendered against them for 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; violation of federal or state antitrust statutes or commission or embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

3. Are not presently indicted for or otherwise criminally or civilly charge by a governmental entity (federal, state or local) terminated for cause or default.

OR

The Proposer is unable to certify to all of the statements in this certification, and attaches its explanation to this certification. (In explanation, certify to those statements that can be certified to and explain those that cannot.)

The Proposer certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provision of Title 31 USC § Sections 3801 are applicable thereto.

Executed in Salina, Kansas

Darrin Hendrixson
ElDorado Brand Manager

Date

WorldTrans

Texas Bus Sales
Discover the difference.
Houston 713-681-3600 Texas Toll Free 800-342-8737

ElDorado

FT. BEND COUNTY

2017 E450 FORD 158-6.8 V10-14500GVWR T/C

2018 CHASSIS PRICE USE 2% TO ACCOUNT FOR YEAR END PRICE INCREASE

****CHASSIS TO INCLUDE OEM RADIO, OEM POWER DRIVER'S SEAT, DAYTIME RUNNING LIGHTS, 225 AMP ALT.*

MODEL WT E-SERIES 26 FT WIDE WW 190WB

SPO- SOR- 2873 -LAMINATOR HORIZON SMT AUTOMATIC ELECTRONIC DESTINATION

140AF0EG - CHASSIS OEM AM/FM RADIO E-SERIES

SPO- SOR-2875 - AUTOMATIC VOICE ANNUNCIATION SYSTEM

SPO - SOR 2868- SEON - TX8 SYSTEM W/5 INTERIOR CAMERAS &1 TB STORAGE

SOR - 2869 - INTERIOR DRIVER'S AREA PADDED

7724000V - MODESTY PANEL, PADDED MST STYLE (EA) (3)

7108000P - ECHOVISION BACKUP SYSTEM

7169000P - LIGHT, UNDERHOOD LED EP4

7230000P - PA, STANDALONE WITH HANDHELD MIC EP4

7650000J - WHEEL CHOCK - MOLDED RUBBER (2)

8470000M - TIEDOWN BELT STORAGE BOX

5522000Y - HOOK OPT, COAT (FOLD-UP)

1211000Y - MANUAL, USB CUSTOM BUILT PARTS----DIVIDED BY 40 UNITS

2239000N - ALUM FUEL FILL COVER OPTION

1220000P - CUSTOM OVERALL ELEC WIRING SCHMTC, JUMP DRIVE EP4----DIVIDED BY 40 UNITS

7107000E - GRAB HANDLE, DRVR EXT FD/CHEVY

SPO60004 - FREEDMAN - ABS BACK PER (1) (8)

SOR-2871- ALRO TRANSFLOR META

****2 SWITCHED, CIRCUIT BREAKER PROTECTED 10 GAUGE POWER AND GROUND WIRES FROM THE JUNCTION BOX TO THE INTERIOR PANEL DIRECTLY BEHIND THE DRIVER'S STANCHION, 6 INCHES BELOW THE CEILING, TERMINATED IN A COVERED AUTOMOTIVE JUNCTION BOX FOR ADDITIONAL INTERIOR POWER NEEDS*

OEM POWER BASE ONLY E-SERIES

TOW HOOK REAR

FRONT END ALIGN

DRIVESHAFT GUARD ADD

KEY CHASSIS ALIKE E-SERIES

EXTRA KEY E-SERIES (2)

VALVE STEM EXTENSIONS

SUSPENSION MOR-RYDE E450

EXHAUST, 3" STREETSIDE E-SERIES

INTERLOCK INTERMOTIVE W/FAST IDLE E-SERIES

BUMPER FRONT OEM ONLY

BUMPER REAR ROMEO RIM HELP WIDE

DOOR ENTRY GALV WHITE 30 IN, WIDE

****DOOR TO BE ELECTRIC*

DOOR ENTRY PANELS DOUBLE SILVER ALUM 30 IN

EXTERIOR KEY

DOOR ENTRY ADDN BRUSH GUARD 30 IN

REAR DOOR ONLY 37X56 WIDE (INCL WINDOW)

****ADD A LOWER WINDOW TO THE REAR DOOR - FRAME TO BE STAINLESS STEEL*

WINDOW PACKAGE - TSLIDE - 26FT

A/C 82K TM21 CS-3 EZ-5 ACT E-SERIES

HEATER 65K BTU EPDM HOSE W/ SHUTOFF DECAL

HEATER HOSE, 5/8" SILICONE

BOOSTER PUMP

BATTERY BOX SLIDE OUT TRAY (WIDE)

****ONE THUMB LATCH AND ONE KEY LOCKING LOCK*

BATTERY (2) G27 SLIDE OUT TRAY

ELECTRICAL INTERFACE EP4 E-SERIES

CABLINER W/ STOR KEY LOCK VINYL WHT FF

DRIVER SEAT OEM

****POWER DELUXE OEM DRIVER'S SEAT WITH DRIVER'S ARMREST*

SEAT PASSENGER FOLDAWAY 3-STEP DOUBLE NOTCH FREED (2)

SEAT PASSENGER MID BACK DOUBLE 35 FREED (6)

PASS FABRIC LEVEL 4 EACH SEAT (16)

DRIVER FABRIC LEVEL 4

AV GRAB HANDLE BLACK EACH SEAT (12)

SEAT ADDITIONS VERTICAL STITCHING (16)

SEATBELT EXTENDER 12 IN EACH (6)

SUBFLOOR MARINE PLY 3/4 26FT

SEAT BELT 74"" RETRACTABLE - LONG SLEEVE" (6)

SEAT BELT 74"" RETRACTABLE - SHORT SLEEVE" (6)

****4 BALL RETRACTABLE SEAT BELTS FOR THE FOLDAWAY SEATS*

SEAT BELT UNDER SEAT RETRACTABLE FREEDMAN (4)

STAN PKG DRV AND PASS MODESTY STAINLESS (INCL LH ENTRY)

DRIVER SHIELD 3/8 PLEX STAINLESS

RH ENTRY HANDRAIL STAINLESS

WHEELCHAIR STANCHION WITH MOD STAINLESS

HANDRAIL OVERHEAD 96 IN STAINLESS (2)

ROOF HATCH TRANSPEC WHITE

MIRROR EXTERIOR HEATED REMOTE LED TURN ROSCO E-SERIES

MIRROR INTERIOR 6X16 REAR VIEW

CLEANUP BODY FLUID KIT

FIRST AID KIT 16 UNIT

LENS WIDE ANGLE (REAR)

SEATBELT CUTTER Q-STRNT

FIRE EXT REFLECTOR KIT 5#

LIGHT INTERIOR PACKAGE LED 3 DOME

LIGHT EXTERIOR PKG LED WITH CENTER MOUNT BRAKE/REAR AMBER TURN/SIDE MARKER/

REAR DOOR AJAR BUZZER AND LIGHT

****RED LIGHT INDICATOR IDENTIFIED AS REAR DOOR AJAR IN OPERATOR'S SWITCH PANEL*

DRIVER WARN LIFT DOOR AJAR BUZZ IN-GEAR

REVERSE ALARM

HOURMETER W/LIGHT

ENTRY DOOR EXTERIOR LED LIGHT

KEYLOCK FOR ELECTRICAL PANEL

PREWIRE IGN-BATT-GND BEHIND DRIVER

VOLTMETER W/LIGHT

RADIO SPEAKERS 5 IN 4 EA

EXTERNAL SPEAKER WITH SWITCH

STEP NOSING ALTRO WHITE 30 IN WW

****STEP NOSING TO BE YELLOW*

STANDEE LINE GERFLOOR YELLOW 2 X 30

HEADLINER VINYL THATCH WHITE 26FT

INTERIOR SIDEWALL VINYL THATCH WHITE 26FT

FUEL SENDING UNIT ACCESS PLATE

HEADKNOCKER PAD ENTRY DOOR 30IN

EXTERIOR ADD BIKE RACK E-SERIES 2 POS

****NEEDS TO BE SPORTWORKS DL2 MODEL*

JACK WRENCH 8 TON

SPARE TIRE LOOSE E-SERIES DRW

STOP REQUEST PULL CORD PASS

STOP REQUEST SEAT MOUNT BUTTON EACH 1 POS

STOP REQUEST SEAT MOUNT BUTTON EACH ADDL POS

STOP REQUEST SIGN FLUSH MOUNT

FAREBOX DIAMOND XV 2 VAULT

****MOUNTED WITH THE TRIP HANDLE TOWARD DRIVER. TWO INTERCHANGEABLE LOCKABLE VAULTS AND KEYED ALIKE AND DOUBLE SET OF KEYS*

RUNNING BOARD LEFT SIDE DIAMOND PLATE E-SERIES

MUD FLAPS REAR AND FRONT FLAT FLOOR

WHEELCHAIR DOOR DOUBLE 48X72 ALUM

WHEELCHAIR LIFT 34X54 1000 RICON K5510 1K

****WITH OCCUPANT RESTRAINT BELT*

WC REST Q8100-A1 LTRACK SIDE WALL; 1 REST SIDE TO SIDE

****NO FLOOR TRACK IN THE WHEELCHAIR TIE DOWN AREA*

DECALS ADA SPEC

LIGHT LED CEILING MOUNT ABOVE LIFT

LIGHT LED SKIRT MOUNT OVAL BELOW LIFT

PAINT NO PAINT

UNDERCOATING 76M

DECALS BI-LINGUAL SPANISH

DECALS, CUSTOM INTERIOR

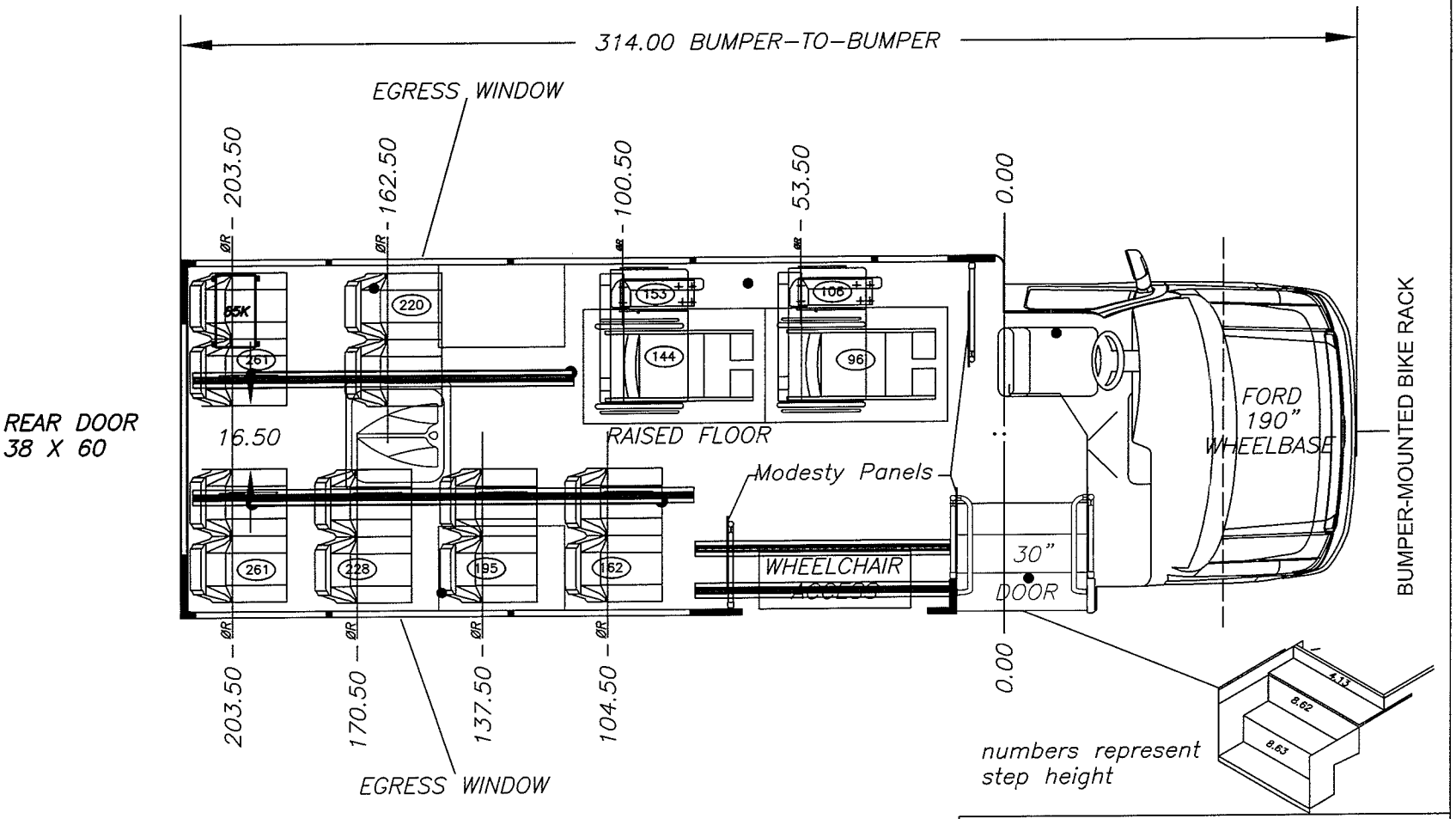
****(2) NO SMOKING, 2- WATCH YOUR STEP, 1 FIRE EXTINGUISHER, 2 DO NOT STAND FORWARD OF THE YELLOW LINE, 2 NO SMOKING, EATING, DRINKING, 2 PLEASE REMAIN SEATED WHILE BUS IS IN MOTION, 1 LAW PROHIBITS THE OPERATION OF THIS VEHICLE WHILE ANYONE IS STANDING IN FRONT OF THE YELLOW LINE, 1 SECURITY CAMERAS AND AUDIO RECORDING IN USE, CAUTION CHILDREN MAY BE EXITING*

FREIGHT DELIVERY DRIVEAWAY

ELDORADO CONCESSION

FORD GPC REBATE

LEGEND
(95) = C/L FRONT AXLE TO PASS C.G.



DO NOT SCALE DRAWING	DRAWING INFORMATION					
THIS DRAWING IS THE PROPERTY OF ELDORADO, A REV GROUP COMPANY, AND IS NOT TO BE DUPLICATED OR USED IN ANY WAY DETRIMENTAL TO THEIR BEST INTEREST. REV. 02/16	DRAWN:MILLER	CKD:				
	DATE: 7/27/17	SIZE:A				
	SCALE: 1/42	WGT:				
TOLERANCE UNLESS SPECIFIED						
SEAT SPACING ± .25 (SEAT SPACING NOT TO BE LESS THAN 28.5")			–	JPM	7/27/17	RELEASE TO PRODUCTION
RESTRAINTS ± .25 (W/C POSITIONS NOT TO BE SMALLER THAN 30 X 48)			REV.	BY	DATE	DESCRIPTION

REV GROUP
1655 WALL STREET
SALINA, KS. 67401

TITLE:
26' E-SERIES FORD
30" ENTRY DOOR / WC DOOR (FRONT)

UNIT NUMBER
E9W26F30FL–LN01

PAGE
1 OF 1

Agreement RFP 17-044

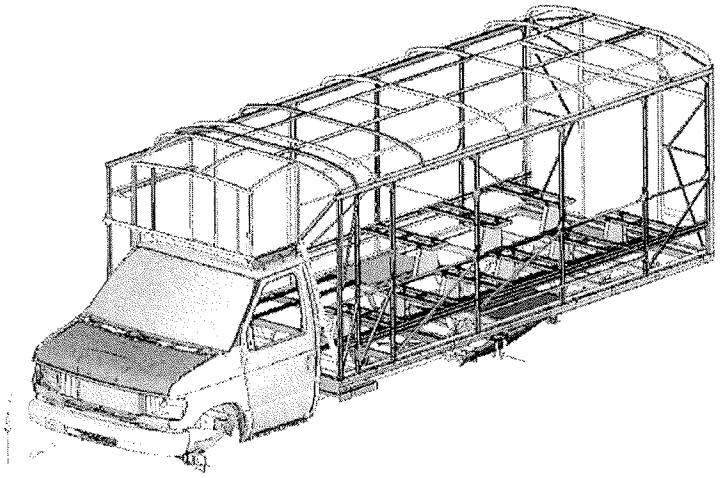
ESTIMATE WEIGHT WORKSHEET

Unit Number: LN17072801
Date: 07/28/17
Dealer: TEXAS BUS SALES
Customer: FORT BEND
Description: WT 26' 16/12 PASS 0/2 WC
Max capacity: 17

	FRONT (LBS)	REAR (LBS)	TOTAL (LBS)
Dry weight of unit (No passengers, no fuel)	3916	6331	10247
Curb weight of unit (No passengers, full fuel)	3869	6708	10577
Loaded weight of unit (Full passengers, full fuel)	3872	9256	13127
Vehicle Rating	**5000**	**9600**	**14500**
Overweight condition:	NO (1128)	NO (344)	NO (1373)

WORLD TRANS

REV GROUP



Bus Technical Specifications

E/G22
E/G24
E/G26

Revision 2017-02-22

1. Scope

These specifications define requirements for medium-duty cutaway buses. Buses shall have a minimum expected life of seven (7) years or 200,000 miles, and are intended for the widest possible spectrum of passengers, including children, adults, the elderly and people with disabilities. Buses shall be certified for the seven year 200,000 mile durability through the Altoona test track per the FTA bus test regulations set forth in 49 CFR Part 665.

2. Legal Requirements

The Contractor shall comply with all applicable federal and state regulations. These shall include but not be limited to ADA, as well as state safety requirements. Buses shall meet all applicable FMVSS regulations in effect at the date of manufacture.

3. Manufacturer Certifications

The body manufacturer must be an ISO 9001:2008 certified company and have a "Fully Meets" rating in the Ford Quality Vehicle Manufacturer Program. Proof of compliance must be submitted with the bid.

4. Overall Vehicle Dimensions and Capacities

Model	E/G22	E/G24	E/G26	E/G22N
Max Passengers (Fixed Seating)*	19 + Driver	21 + Driver	25 + Driver	13 + Driver
Max Seating Rows	5	5	6	5
Interior Height at Center Aisle	80"	80"	80"	80"
Interior Height 6" from Side Wall	75"	75"	75"	75"
Interior Width	90"	90"	90"	82"
Entrance Door Width	30"/40"	30"/40"	30"/40"	30"/40"
Entrance Door Height	86"	86"	86"	86"
Overall Height (Wheelwell Floor)	117"	117"	117"	117"
Overall Height (Flat Floor)	122"	122"	122"	N/A
Overall Length with Bumpers (Ford)	22' 2"	24'	26' 2"	22' 2"
Overall Length with Bumpers (GM)	22' 8"	24' 6"	26' 8"	22' 8"
Overall Width with No Mirrors	96"	96"	96"	88"
Wheelbase (Ford)	138"/158"	158"	176"/190"	138"/158"
Wheelbase (GM)	139"/159"	159"	177"	139"/159"
GVWR (lbs) (Ford)	11,500 12,500 14,000 14,500	11,500 12,500 14,000 14,500	14,500	11,500 12,500 14,000 14,500
GVWR (lbs) (GM)	12,300 14,200	12,300 14,200	14,200	12,300 14,200

* Maximum passenger capacity subject to weight calculation of specific vehicle configuration.

5. Chassis

a. Front Axle: 4,600 or 5,000 lb (Ford E-Series). 4,300 or 4,600 lb (GM G-Series), appropriate for GVWR and weight distribution.

b. Rear Axle: 7,800, 8,500 or 9,600 (Ford E-Series), 8,600 or 9,600 lb (GM G-Series), appropriate for GVWR and weight distribution.

c. Engine: 6.2L or 6.8L gasoline (Ford E-Series), 6.0L gasoline (GM G-Series)

d. Transmission: 6-speed automatic (Ford E-Series), 6-speed automatic (GM G-Series)

e. Brake system: Power, self-adjusting, four wheel disc with four wheel anti-lock

f. Fuel Tank: 40gal or 55gal rear-mount (Ford E-Series), 37gal mid-ship mount or 57gal rear-mount (GM G-Series) appropriate for required fuel range and weight distribution. The vehicle fuel tank must be installed by the chassis manufacturer; fully compliant with California Air Resources Board (CARB) standards and must not be modified in any way.

g. Exhaust: Exhaust system to be aluminized exhaust pipes and muffler properly installed with heat shield and baffles.

h. Standard alternator output: 225A Ford, 220A Chevrolet.

i. Batteries: Standard is one OEM under hood. Option for additional frame mounted battery, or option for two new batteries mounted in battery box.

6. Body Structure

The body shall be a steel cage construction. All structural members in the floor, side walls, rear wall, and roof shall be G40 galvanized steel material for corrosion resistance. The body cage should be at least 50% spot welded to ensure structural integrity and to minimize the effect of welding on the galvanized corrosion protection. A full FEA analysis of the body cage shall be performed to show compliance to minimum requirements.

The body cage structure, at a minimum, to have been tested to the following:

1. All applicable FMVSS regulations
2. Buses shall be certified for the seven year 200,000 mile durability through the Altoona test track per the FTA bus test regulations set forth in 49 CFR Part 665
3. FMVSS 220, School Bus Rollover Protection
4. FMVSS 214, Side Impact Protection

Prior to installation on the chassis, the body cage structure shall be assembled using leveling and squaring fixtures to ensure consistency and a plumb, square and level structure. Specific body cage construction elements shall include:

a. Floor: The floor frame shall be constructed of 11 gauge, G40 galvanized tubular crossmembers at least 2" wide X 2" high with a minimum strength of 50,000 psi. The tubular crossmembers shall be MIG welded to a G40 galvanized C-channel forming the perimeter of the floor structure. Crossmembers shall be placed at body mount isolator locations as provided by the chassis manufacturer. The floor frame shall be secured to the chassis frame in accordance with the chassis manufacturer's recommended practices.

b. Side Walls: Side walls shall be constructed of 16 gauge G40 galvanized 45,000 psi steel modular sections. Each modular section shall include vertical C-channels along its forward and rearward boundary, a horizontal C-channel along its upper boundary, and a Z-shaped section at its lower boundary. Each modular section shall include a diagonal channel to form a strong truss. Modular wall sections shall be spot welded to adjacent fore and aft sections to form a structural I-beam at each window section. Modular wall sections shall be spot welded at their upper C-channel to a continuous 14 gauge, 1-1/2" x 2" tubular longitudinal member to form the top of the side wall. Modular wall sections shall be spot welded along their lower boundary to the C-section of the floor perimeter. A G40 galvanized seat track shall be spot welded to a continuous HSLA Grade 60 G40 galvanized roll formed stringer supporting the seat track on three sides, and the stringer shall be welded to the adjacent structural members of the wall cage.

c. Roof: The roof consists of 1.5" x 1.5" 16 gauge G40 galvanized tubular steel roof bows installed on maximum 48" centers. The end of each roof bow is welded into a longitudinal 16 gauge G40 galvanized steel C-channel forming the perimeter of the roof. The continuous C-channels at the perimeter of the roof shall be MIG welded to the continuous longitudinal tubes along the top of each wall.

d. Rear Wall: The rear wall consists of MIG and spot welded 1.5" x 1.5" 16 gauge G40 galvanized main structural members and diagonal reinforcements. The rear wall design ensures similar strength and performance for both rear window and rear door versions. A section of 16 gauge G40 galvanized Z-section shall be welded to the bottom of the rear wall to form the interface to the floor.

7. Body Exterior

a. Roof: The roof exterior panel shall consist of a one-piece composite material that is lightweight, extremely durable and impact resistant. The roof panel shall have no seams other than at the junction of the roof panel and the front and rear caps.

b. Side Walls: Exterior side wall panels shall be constructed of a 3 mm gel-coated product that is a durable semi-rigid fiberglass reinforced polyester resin (FRP). This gel-coated surface shall be highly scratch and abrasion resistant with excellent weathering characteristics and shall maintain integrity from -40 to 180 degrees Fahrenheit.

c. Wall Skirts: Exterior wall "skirting" below the floor line of the passenger compartment must be removable and replaceable for ease of maintenance. Collision with the skirting alone shall not transmit damage to the floor or wall structure. Wheels and tires shall be removable with the

skirts in place. Flexible black fender flares shall be provided at the rear wheel housing. Mud flaps are included behind the rear tires.

d. Front Bumper: The OEM chassis chrome bumper shall be provided on the front of the bus.
e. Rear Bumper: The rear bumper shall be constructed from 10 gauge steel, powder coated.

8. Body Interior Panels and Finishes

Panels below the seat rail shall be a synthetic fiberboard, non-wood material. H-rail and screws along the seams retain the ceiling panels. Trim molding covers the seams and fasteners. Interior side wall panels are Vinyl coated lauan with upgrade options.

Front bulkhead and transition panel cover shall be light gray ABS plastic, or a combination of a padded vinyl and other automotive materials.

Entry grab rails shall be installed on the left hand of the front entry area, right hand will be optional. A stanchion and modesty panel shall be provided aft of the entry door.

9. Corrosion Resistance

Panels below the seat rail shall be a black, heavy-duty material. H-rail and screws along the seams retain the ceiling panels. Trim molding covers the seams and fasteners. Interior side wall panels are Vinyl coated lauan with upgrade options.

The body floor sub-frame assembly shall be galvanized to meet the 1,000-hour salt spray test per ASTM procedure B-117, with no structural detrimental effects to normally visible surfaces. The floor structure shall also be rated no less than five using the crosshatch adhesion test per ASTM D3359.

Prior to shipment, the vehicle may be optionally undercoated with water-based heavy duty undercoating.

10. Safety Interlock System

Units equipped with wheelchair lifts come standard with an automatic fast idle module and an FMVSS 403 and 404 compliant wheelchair lift interlock system. The fast idle module elevates engine speed under certain preset conditions, including low battery voltage. The wheelchair lift interlock system will ensure the lift can only be activated when the vehicle transmission is in park and the parking brake is set. The interlock system will prevent the transmission from shifting from park if the wheelchair lift doors are open, or the parking brake is applied. Optionally, the interlock system can prevent the transmission from shifting from park if the entry or rear emergency doors are open.

11. Passenger Entry

The entry door shall be an outward opening, two-leaf type with an overlapping rubber seal at the meeting edges of the panels. The door shall be attached to the body with two heavy-duty steel pivot pins with nylon bushings. A heavy-duty bulb seal shall be installed at the top and hinged edges

of the door. Each door panel shall be glazed with a full-height AS2 glass panel. The door shall be electrically controlled by a switch located within reach of a seated driver and will not permit opening unless the vehicle transmission is in park. The door clear opening shall be a minimum of 30" wide by 80" high or maximum 40" wide by 80" high.

Doors must be parallel to the frame rails of the vehicle to allow for safe parallel curb loading.

The original chassis door, with a roll-up window, shall be supplied on the driver's side of the vehicle.

12. Windows

To create a feeling of light and spaciousness in the passenger compartment, the main passenger windows shall be as large as possible, 45" wide x 36" high minimum. Narrower windows may be used to fill smaller areas as necessary. The windows are to be glazed with nominal 1/8" tempered safety glass. Emergency escape provisions shall comply with FMVSS 217.

13. Mirrors and Sun Visors

a. Exterior Rear View Mirrors: Exterior mirrors shall consist of a 7" x 9.5" flat and 7" x 4" convex mirror on each side of the vehicle. The right-hand mirror shall be mounted to the chassis fender and shall be visible thru the front windshield. Mirrors shall be mounted with steel tubular structure coated with black powdercoating and encased in a black, impact resistant plastic housing. Exterior mirrors are manual with the option to upgrade to heated and remote models.

b. Interior Mirrors: The interior rearview mirror mounted to the windshield shall be chassis manufacturer standard.

c. Sun Visor: The OEM chassis sun visor shall be provided and shall retain all OEM instructional/warning labels.

14. Electrical Body Power Distribution Center

The body builder power distribution center must use plug-in type connectors for easy removal or testing. It must be a printed circuit card with all base components located on the front of the card including all relays and fuses. All of the relays must be +12V DC and removable for testing or replacement. All fuses shall be standard automotive type with the ability to upgrade to manual reset circuit breakers upon request. The system shall include (2) spare battery and ignition fuses. LED lights shall be included for troubleshooting by indicating blown fuses, relay activation and relay operation. A buzzer mounted near the driver shall have the ability to activate when lift door is open, rear door is open, entry door is open, or window is open and an auxiliary input for other requested items. The electrical system must include accommodations for the addition of options or aftermarket requirements. Power distribution center shall include silkscreen identification on the front and back that include all components / circuits. Wiring should be point to point and the use of relays is only allowed when switches are not available for the required load. AC High speed, AC Medium speed, AC condenser, AC Clutch and master body relay.

a. A/C Electrical System: System shall include a single compressor AC system included in the power distribution center and have the ability to add a second single compressor system in the same location.

b. Stop Request: An optional stop request system shall include 2 different tones for passenger and ambulatory passengers per ADA requirements including a remote mounted speaker located in the OEM dash driver switch panel. Buzzer must also have adjustable volume by the driver. A reset of the card system must be included for entry door cycle or switch in the driver console. Card must be plug and play for ease of replacement.

c. Heating: The system must have the ability to operate two separate heaters with independent high and low speeds. An output shall be included that is common for any heater output to be used for a water valve or pump.

d. Driver Switches: Switches must have amber backlighting that operates when the chassis running lamps are turned on. They must also include an amber operation LED for any components on the exterior of the vehicle or any item a driver cannot easily identify as being turned on. Switches must be a rocker style and rated at a minimum of 20A.

15. Electrical Body Wiring Harness

General-purpose wiring shall be cross-linked polyolefin insulated and shall meet SAE standards J1127 & J1128 types SGX and GXL. Wires shall be stamped every 6". Multiple colors are required for different circuits and can be done through solid colors or colors with stripes. One color harnesses are not allowed. All harnesses shall contain a protective barrier through the use of loom, grommets, wire ties and insulated clamps. Routing shall be used as to best protect the harness. Protective covering shall be rated for the area of routing. Temperature, liquids and chafing shall be considered. All connectors shall be plug in type and keyed connectors with locks meeting SAE automotive standards. Dielectric grease shall be used on all exterior connections.

16. Lighting, Exterior

All exterior lighting, with the exception of lighting supplied by the chassis manufacturer, shall be LED. The use of butyl tape is not allowed.

a. Marker Lights: Lights must be mounted in a recessed grommet and be ¾" round / self-sealing style. This applies to all amber and red marker lights.

b. Tag Light: Light must be mounted in an anti-corrosion ABS housing and mounted using a gasket.

c. Side Turn / Marker: Should be Super 60 style single light and recess mounted.

d. Stop-Tail-Turn-Backup Lights: Lights shall be 4" round and mounted in a recessed grommet. Grommet and lights shall be sealed separately during installation.

17. Lighting, Interior

LED dome lights to be provided. The passenger compartment lighting shall be controlled by a switch located within the driver area. All interior lights shall be the same style / model light for luggage light, lift light, dome lights, driver map light and entry door step light. Each light shall be a minimum of 500 lumens.

a. Driver Map Light: Light must operate with the OEM driver door open or OEM dash dome light switch.

b. Interior Dome Lights: Interior lights require a minimum of 3 lights (2 driver side located across from wheelchair door locations and 1 passenger side centered in the body) with the ability to upgrade to 6 lights (3 spaced evenly on the driver and 3 on the passenger side). Lights must operate with passenger entry door open or interior dome light switch located in the driver dash.

c. Entry Door Step Light: Step light shall be mounted above the entry door. Step light must operate with passenger entry door open or interior dome light switch located in the driver dash.

18. Floor Subfloor and Covering

The plywood floor shall be minimum 5/8" thick, CDX or equivalent grade plywood, mounted with Tek screws installed into the steel floor frame. All plywood edges should be sealed. The rear wheel housings shall be 14 gauge galvanized steel.

Interior floor covering shall be slip resistant flooring with a minimum of 70 mills in thickness. The passenger area will have a level floor throughout except for the wheel well section for the rear axle/wheels. A flat floor option is available to provide a level floor throughout the passenger compartment.

19. Insulation

The body roof and side walls shall be insulated with spray-applied expanding foam insulation to fill gaps and provide adhesion to the exterior panels across the entire panel surface. Insulation in sides shall be equal to an R-8.8 thermal barrier and sound absorption. Insulation in rear and roof shall be equal to an R-7 thermal barrier and sound absorption.

20. Seating

Driver seat shall either be OEM, HSM Helium or Freedman Shield.

Standard offering passenger seats shall be manufactured by HSM. Optionally Freedman seats will be offered.

HSM Fixed Doubles 2pt, HSM 5 Passenger Fixed 2pt, HSM Foldaway Doubles 2pt, HSM Foldaway Doubles 3pt, and HSM Flip Doubles 2pt shall be tested to prove compliance with FMVSS 210.

Freedman Fixed Doubles 2pt, Freedman Fixed Doubles 3pt, Freedman Flip Doubles 2pt, Freedman Flip Doubles 3pt, and Freedman Foldaway Doubles 3pt shall be tested to prove compliance with FMVSS 207/210.

Freedman CRS seats shall be tested to prove compliance with FMVSS 225.

Seats shall be installed as shown on the vehicle floor plan.

Passenger seats shall to be fastened to floor and wall seat tracks spanning the length of the passenger seating area utilizing a galvanized seat track. The seat track shall be spot welded to a continuous HSLA Grade 60 G40 galvanized roll formed stringer supporting the seat track on three sides, and the stringer shall be welded to adjacent structural members of the cage floor or wall. All seat installations shall comply with FMVSS 210 seat pull testing requirements.

21. Heating, Ventilation, and Air Conditioning

a. The front heater, front air conditioner, and defroster shall be OEM as supplied by the chassis manufacturer with controls located on the dash within easy reach of the driver.

b. Provisions shall be made for supplying heated coolant to optional heaters in the passenger cabin. A coolant shut-off valve installed in the rear heater hoses is standard and shall be located under the cab behind the driver's area.

c. The vehicle may be equipped with an optional heater rated at 65K Btu.

d. The vehicle may be equipped with an optional rear auxiliary air conditioning system. The rear system shall include an independent compressor, skirt-mounted condenser, and rear evaporator. When combined with the OEM front air conditioning, the total system capacity shall exceed 70K BTU and shall meet performance requirements for the Houston pull down test.

e. All heating and air conditioning lines and hoses shall be sufficiently protected to ensure against wear from friction and the elements. There shall be no heating lines routed within the passenger compartment.

22. Road and Water Test

Prior to shipment, the bus shall undergo thorough road and water testing to verify operational readiness.

The purpose of the road tests is to observe and verify the operation of the bus as a system and to verify the functional operation of the subsystems that can be operated only while the bus is in motion. Each bus shall be driven a minimum of 5 miles on the road test.

Prior to water test, the bus shall be driven a minimum of one-half mile on a track simulating various rough road conditions including staggered bumpers, chatter bumps and frame twists. The water test shall be run for 15 minutes to check the integrity of the vehicle's body seams, window frame

seals and other exterior component close-outs for their ability to keep rainwater, road splash, melting snow and slush, and other exterior water from entering the inside of the vehicle. If a water leak is found, it will be repaired and the vehicle will be retested.

23. Quality Assurance

The Contractor's Quality Management System shall be registered as compliant with ISO 9001:2008.

WORLD TRANS
REV GROUP

BUS MANUFACTURER'S CERTIFICATION

World Trans, hereby certifies that the vehicle(s) offered in this bid has been designed, manufactured, assembled and tested for transit purposes and is suitable for extended service in heavy stop-and-go traffic.

Darrin Hendrixson
World Trans Brand Manager

Date

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WORLD TRANS
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BUY AMERICA PROGRAM

STEEL & MANUFACTURED PRODUCTS – ADDITIONAL CERTIFICATION

In accordance with Section 165 of the Surface Transportation Act of 1982, PL 97-424, January 6, 1983, as amended, World Trans agrees that all steel, cement and manufactured products utilized on this FTA assisted project must be produced in the United States. Exceptions to the above may only be granted upon a Secretarial determination:

1. That their application would be inconsistent with the public interest;

2. That such materials and products are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality;

3. In the case of the procurement of bus and other rolling stock (including train control, communication and traction power equipment) under the Federal Mass Transportation Act of 1964, that (a) the cost of components which are produced in the United States is more than 60% of the cost of all components of the vehicle or equipment described in this paragraph, and (b) final assembly of the vehicle or equipment described in this paragraph has taken place in the United States;

4. That inclusion of domestic material will increase the cost of the overall project contract by more than 10% in the case of projects for the acquisition of rolling stock, and 25% in the case of all other projects.

The Manufacturer hereby certifies that with the exception of items listed above, steel and manufactured products to be incorporated into this project have been produced in the United States.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

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WORLD TRANS
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Civil Rights and Equal Opportunity

World Trans is an Equal Opportunity Employer. As such, World Trans agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, World Trans agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Agreement, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. **Nondiscrimination.** In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. **Race, Color, Religion, National Origin, Sex.** In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e *et seq.*, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

3. **Age.** In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 *et seq.*, U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

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4. **Disabilities**. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*, the Architectural Barriers Act of 1968, as amended, 42 U.S.C. §4151 *et seq.*, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
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WORLD TRANS
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CERTIFICATION OF COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT

World Trans, hereby certifies that the vehicle(s) provided, including the lift equipment and mobility aids installed by World Trans, comply with all Federal and Veterans' Administration regulations as well as applicable U.S. Department of Transportation and Americans with Disabilities Act guidelines in effect at the time of installation.

Darrin Hendrixson
World Trans Brand Manager

Date

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Access to Records and Reports

a. Record Retention - The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third party agreements of any type, and supporting materials related to those records.

b. Retention Period - The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.333. The Contractor shall maintain all books, records, accounts and reports required under this Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.

c. Access to Records - The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this contract as reasonably may be required.

d. Access to the Sites of Performance - The Contractor agrees to permit FTA and its contractors access to the sites of performance under this contract as reasonably may be required.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
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WORLD TRANS
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CERTIFICATION OF COMPLIANCE
WITH THE CLEAN AIR ACT AND
FEDERAL WATER POLLUTION CONTROL ACT

World Trans, agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401–7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251–1387). World Trans agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and appropriate EPA Regional Office.

World Trans also agrees:

1) It will not use any violating facilities;

2) It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"

3) It will report violations of use of prohibited facilities to FTA; and

4) It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

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WORLD TRANS
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CERTIFICATION OF COMPLIANCE
WITH THE CLEAN AIR ACT

World Trans, agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. World Trans agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and appropriate EPA Regional Office.

World Trans also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

Darrin Hendrixson
World Trans Brand Manager

Date

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WORLD TRANS
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AFFIDAVIT OF NON-COLLUSION

I hereby swear (or affirm) under the penalty for perjury:

1. That I am the bidder having authority to sign on its behalf:

2. That the attached bid or bids have been arrived at by the bidder independently and have been submitted without collusion and without agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or service described in the invitation to Bid, designed to limit independent bidding or competition;

3. That the contents of the bid or bids have not been communicated by the bidder or its employees or agents to any person not an employee or agent of the bidder or its surety on any bond furnished with the bid or bids, and will not be communicated to any such person prior to the official opening of the bid or bids; and

4. That I have fully informed myself regarding the accuracy of the statements made in the affidavit.

Darrin Hendrixson
World Trans Brand Manager

Date

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WORLD TRANS
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Americans with Disabilities Act

Major Requirements for Accessibility – Subpart B

1. Mobility aid accessibility – Wheelchair lift or ramp, one securement required for vehicles up to 22 feet, two are required for vehicles over 22 feet in length.
2. Doors steps and thresholds – Slip resistance for floors and steps, contrasting color for step edges and boarding edges.
3. Priority seating signs – Signs indicate front seats are for persons with disabilities. Securement areas are to be labeled.
4. Interior circulation, handrails and stanchions – Wheelchair maneuvering room is required, entrance and exit handrails. Interior height clearance for accessing securements. At least one overhead handrail is required in vehicles over 22 feet in length.
5. Lighting – Step wells and doorways including lift or ramp doorways, exterior area lighting at entrance and exit.
6. Fare box – May not obstruct traffic. Vehicles over 22 feet must have a fare box handrail if a fare box is present.
7. Stop request – Fixed route vehicles over 22 feet must have controls adjacent to securement areas.
8. Destination or route information is displayed on the exterior, it must be illuminated and be on the front and boarding side.

Sincerely,

Darrin Hendrixson

World Trans Brand Manager

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WORLD TRANS
REV GROUP

ALTOONA BUS TESTING CERTIFICATION

World Trans, hereby certifies that the vehicle(s) being offered for sale have been fully tested as a "family of vehicles" for a minimum service life of seven (7) years or 200,000 miles at the Altoona Bus Testing Center as required by the Surface Transportation and Uniform Relocation assistance Act of 1987 and in accordance with CFR 49, Part 665, as amended.

Darrin Hendrixson
World Trans Brand Manager

Date

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WORLD TRANS
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Federal Changes

Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

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WORLD TRANS
REV GROUP

FMVSS
APPROVALS AND CERTIFICATIONS

The following is a listing of various safety requirements, testing, and general performance data pertaining to World Trans products and related components.

From Title 49, Code of Federal Regulations, Section 571, the following is a listing of the Federal Motor Vehicle Safety Standards (FMVSS) which all World Trans products either meet or exceed:

FMVSS NO.	DESCRIPTION
100	**SERIES - ACCIDENT PREVENTION**
101	Controls Location & Identification
102	Transmission Shift Lever Sequence
103	Windshield Defrosting & Defogging
104	Windshield Wiping & Washing System
105	Hydraulic Brake System
106	Brake Hoses
108	Lights and Reflectors
111	Rear View Mirrors
113	Hood Latch System
116	Hydraulic Brake Fluids
119	New Pneumatic Tires
120	Tire Selection & Wheels for Buses
124	Accelerator Control Systems
200	**SERIES - INJURY PREVENTION**
204	Steering System Rearward Movement
205	Glazing Materials (window glass)
206	Door Lock & Door Retention Components
207	Anchorage of Seats
208	Occupant Restraints
209	Seat Belt Assemblies
210	Seat Belt Assembly Anchorages
217	Bus Window Strength & Emergency Release
220	School Bus Rollover Protection *
225	Child Safety Restraint

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300	**SERIES - POST ACCIDENT PROTECTION**
302	Flammability of Interior Materials
400	**SERIES - OBJECTIVE SAFETY REQUIREMENTS**
403	Platform Lift Systems for Motor Vehicles
404	Platform Lift Installations in Motor Vehicles

*Not required. However, all World Trans products have been tested and meet or exceed.

Darrin Hendrixson

Date

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ENVIRONMENTAL STATEMENT

World Trans has long been at the forefront with alternative powered vehicles, starting in the early 90's by offering both compressed natural gas (CNG) and liquid propane gas (LPG) options. A highlight during this period was winning the State of California bid in the late 90's for all CNG powered vehicles. These options continue to be available. All of these products are available today to meet the ever-increasing need for cleaner emissions and reduced greenhouse gases.

As a company, World Trans also takes pride in their efforts to reduce their carbon footprint from an operational point of view. By design, we are primarily an assembler versus a fabricator/ manufacturer. As such minimal emissions are created throughout our processes. In addition, with the implementation of lean manufacturing we have significantly reduced the amount of scrap and waste generated during assembly by looking at the 6S – sort, shine, set in order, standardize, sustain, and safety. World Trans has an energy reduction team working on multiple projects to reduce our energy consumption by 20% in 2010. The projects include new lighting; re-engineered air make-up systems, enhanced environment controlled systems, and decreased non-productive M & E energy usage (i.e., idle equipment attached to power). Employees are encouraged to reduce energy consumption as well through company policy. We are committed to this important aspect of continuous improvement.

World trans utilizes a state-of-the-art painting facility that consists of four, 40" end-draft UL approved paint booths which includes an upgraded air exchange system that provides three (3), separate filtering processes. Our standard paint is Akzo Nobel, U-TECH which is low-VOC (volatile organic compound). Our paint has a viscosity of 3.8 which allows for better adherence to the vehicle, lasts longer and requires fewer touch-ups. Paint is applied utilizing the 3MPPS system which provides less waste and utilizes less solvent for cleaning equipment. Our paint waste has dropped from 165 gallons per month to under 40 gallons.

World Trans is required to submit monthly emissions reports to the state to verify that we maintain a limit of less than 17.02% HAPS/VOC (percentage set by the state). We have been in compliance since limit was instituted. World Trans currently recycles all cardboard and paper. We utilize 3% recovered material (thermoplastics) and 5% post-consumer material (steel) in our vehicles. We also utilize an acetone reclaimer so there is minimal hazardous waste with this product.

Darrin Hendrixson
World Trans Brand Manager

6-7-17
Date

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FMVSS CERTIFICATION

World Trans, as a final-stage manufacturer of incomplete motor vehicles, hereby certifies that World Trans buses are manufactured in compliance with all Federal Motor Vehicle Safety Standards (FMVSS) as required in Parts 567 and 568 of Title 49, Code of Federal Regulations.

Part 568 of title 49, Code of Federal Regulations requires the incomplete vehicle manufacturer to specify the Gross Vehicle Weight Rating (GVWR) of the total.

The above regulations require, among other things, that each complete motor vehicle have a permanently affixed label certifying that such vehicle conformed with all applicable FMVSS on the stated date of manufacture.

All vehicles completed by World Trans have affixed the required certification labels when the vehicle leaves the assembly plant. This certification label on a completed vehicle specifies the Gross Vehicle Weight Rating (GVWR) of the total vehicle as required.

Darrin Hendrixson
World Trans Brand Manager

Date

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Program Fraud and False or Fraudulent Statements or Related Acts

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 *et seq.* and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

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WORLD TRANS
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HORSEPOWER CERTIFICATION

World Trans, hereby certifies that the horsepower of the vehicle is adequate for the speed range and terrain in which it will be required to operate and also meet the demands of all auxiliary power equipment.

Darrin Hendrixson
World Trans Brand Manager

Date

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CERTIFICATION REGARDING CONFLICT OF INTEREST

49 CFR §18.36 (c)(v) and 49 CFR § 19.43 prohibit organizational conflicts of interest as restrictive of competition.

"Organizational conflict of interest" means that, because of other activities or relationship with other persons or firms, a potential Contractor (including its principal participants, directors, proposed consultants or subcontractors) would be unable or potentially unable to render impartial, technically sound assistance or advice to the _____or the potential Contractor's objectivity in performing the contract work would or might be otherwise impaired; or the potential Contractor has an unfair competitive advantage.

On behalf of World Trans, I certify that the Offeror does not have any relationships with any firms or individuals that are or appear to be an organizational conflict of interest.

Darrin Hendrixson
World Trans Brand Manager

Date

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Contract Work Hours and Safety Standards

For all contracts in excess of $100,000 that involve the employment of mechanics or laborers, the Contractor shall comply with the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 3701-3708), as supplemented by the DOL regulations at 29 C.F.R. part 5. Under 40 U.S.C. § 3702 of the Act, the Contractor shall compute the wages of every mechanic and laborer, including watchmen and guards, on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchase of supplies or materials or articles ordinarily available on the open market, or to contracts for transportation or transmission of intelligence.

In the event of any violation of the clause set forth herein, the Contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, the Contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of this clause in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by this clause.

The FTA shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any other Federal contract with the same prime Contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime Contractor, such sums as may be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages as provided in this section.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

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TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION OF COMPLIANCE WITH SUBPART D, PART 26

This procurement is subject to the provisions of Section 26.49 of 49 CFR Part 26. Accordingly, as a condition of permission to bid, the following certification must be completed and submitted with the bid. A bid which does not include the certification will not be considered.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

World Trans (*Name of Firm*), a TVM, hereby certifies that it has complied with the requirements of Section 26.49 of 49 CFR Part 26 by submitting a current annual DBE Goal to FTA. The goals apply to fiscal year 2017 (October 1, 2016 to September 30, 2017) and have been approved or not disapproved by FTA.

_____ (*Name of Firm*), hereby certifies that the manufacturer of the transit vehicle to be supplied _____ (*Name of Manufacturer*) has complied with the above referenced requirement of Section 26.49 of 49 CFR Part 26.

Signature: Darrin Hendrixson Date: _____

Title: World Trans Brand Manager

Firm: World Trans

Telephone No: (785) 827-1033 ext. 187

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WORLD TRANS
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Debarment and Suspension Certification for Prospective Contractor

Choose one alternative:

The Proposer, World Trans, certified to the best of its knowledge and belief that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

2. Have not within a three-year period preceding this Proposal been convicted of or had a civil judgment rendered against them for 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; violation of federal or state antitrust statutes or commission or embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

3. Are not presently indicted for or otherwise criminally or civilly charge by a governmental entity (federal, state or local) terminated for cause or default.

OR

The Proposer is unable to certify to all of the statements in this certification, and attaches its explanation to this certification. (In explanation, certify to those statements that can be certified to and explain those that cannot.)
The Proposer certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provision of Title 31 USC § Sections 3801 are applicable thereto.
Executed in Salina, Kansas

Darrin Hendrixson
World Trans Brand Manager

Date

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WORLD TRANS
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CERTIFICATION OF LOWER-TIER PARTICIPANTS REGARDING DEBARMENT, SUSPENSION, AND OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

The Lower Tier Participant (potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract), World Trans, certifies, by submission of this proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(If the Lower Tier Participant [potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract] is unable to certify to any of the statements in this certification, such participant shall attach an explanation to this proposal.)

The lower-tier participant (potential sub-grantee or sub-recipient under an UMTA project, potential third party contractor, or potential subcontractor under a major third party contract), World Trans, 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., §§ 3801 et seq., are applicable thereto.

Darrin Hendrixson
World Trans Brand Manager

Date

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www.WorldTransBus.com

WORLD TRANS
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CERTIFICATION OF MOTOR VEHICLE POLLUTION REQUIREMENTS

World Trans, hereby certifies that the motor vehicle(s) being provided under this contract shall be in full compliance with the following:

1. The horsepower of the vehicles is adequate for the speed, range, and terrain in which it will be required and also to meet the demands of all auxiliary power equipment.

2. All gases and vapors emanating from the crankcase of a spark-ignition engine are controlled to minimize their escape into the atmosphere.

3. Viable emission from the exhaust will not exceed No. 1 on the Ringlemann Scale when measured six inches from the tail pipe with the vehicle in steady operation.

4. When the vehicle has been idled for three minutes and then accelerated to 80% of rated speed under load, the opacity of the exhaust will not exceed No. 2 on the Ringlemann Scare for more than five seconds, and not more than No. 1 on the Ringlemann Scale thereafter.

It is further certified that Ford Motor Company warrants that:

1. The vehicle being supplied was designed, built and equipped to conform, at the time it was sold, with the emissions regulations of the U.S. Environmental Protection Agency (EPA), and

2. The vehicle being supplied is free of defects in materials and workmanship which would cause it to fail to conform with applicable EPA regulations for a period of five (5) years or 50,000 miles, whoever occurs first.

Darrin Hendrixson
World Trans Brand Manager

Date

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WORLD TRANS
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NOISE ABATEMENT CERTIFICATION

World Trans, hereby certifies that the vehicle(s) being provided are in full compliance with the provisions of CFR 40, Part 205.54 Exterior Noise and CFR Title 49, Part 393.94 Interior Noise as required by the Code of Federal Regulations in effect at the time of manufacture.

Darrin Hendrixson
World Trans Brand Manager

Date

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CERTIFICATION OF STRUCTURAL INTEGRITY

World Trans, hereby certifies that all joints and corners where stress concentration may occur on the vehicles being offered are adequately reinforced to fully withstand the required loads and road shocks that a vehicle of this type is exposed to in both urban and rural service, and to maximize the likelihood that the body will retain its integrity in a roll-over situation.

Darrin Hendrixson
World Trans Brand Manager

Date

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Orion Registrar, Inc.

Thorough and Fair Auditing

Certificate of Certification

Orion Registrar, Inc.

This is to certify the Quality Management System of:

ElDorado National (Kansas), Inc.

1655 Wall Street
Salina, KS 67401 USA

Has been assessed by Orion Registrar and found to be in compliance with the following Quality Standard:

ISO 9001:2008

The Quality Management System is applicable to:
Design, Manufacture and Sale of Customized Buses and Multipurpose Passenger Vehicles

The Certification period is from

October 30, 2015 to September 15, 2018

This certification is subject to the company maintaining its system to the required standard, and applicable exceptions, which will be monitored by Orion.

Client ID: 342 Certificate ID: 1000439
IAF/NAICS/SIC Codes: 22 / 336112 / 3713

ANAB ACCREDITED MANAGEMENT SYSTEMS CERTIFICATION BODY

Paul M. Burek

Mr. Paul M. Burek, President

10-05-2015
Date

MEMBER OF MULTILATERAL RECOGNITION ARRANGEMENT IAF

7502 W. 80th Avenue, Suite 225, Arvada, Colorado 80003 | 303-456-6010 | FAX 303-456-6681 | www.orion4value.com
To authenticate this certificate, please visit: www.orion4value.com/about-orion/registered-companies/

WORLD TRANS
REV GROUP

No Federal Government Obligation to Third Parties

World Trans acknowledges and agrees that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

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WORLD TRANS
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CERTIFICATION REGARDING LOBBYING

The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, 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 an agency, a Member of Congress, an 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 for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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 [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients 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.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.]

The Contractor, World Trans, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, apply to this certification and disclosure, if any.

Darrin Hendrixson _____ Signature of Contractor's Authorized Official

Darrin Hendrixson

World Trans Brand Manager _____ Name and Title of Contractor's Authorized Official

_____ Date

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WORLD TRANS
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Incorporation of Federal Transit Administration (FTA) Terms

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any (name of grantee) requests which would cause (name of grantee) to be in violation of the FTA terms and conditions.

Darrin Hendrixson
World Trans Brand Manager

6-2-17
Date

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ATTACHMENT B

TRANSIT VEHICLE MANUFACTURERS CERTIFICATION OF COMPLIANCE WITH 49 CFR PART 26.49

This procurement is subject to the provisions of 49 CFR, Part 26.49. Accordingly, as a condition of permission to propose, the following certification must be completed and submitted with the RFP along **with a current copy of the manufacturer's TVM DBE Goal Concurrence/Certification Letter from FTA**.

TRANSIT VEHICLE MANUFACTURER CERTIFICATION

ElDorado, a TVM, hereby certifies that it has complied with
(Name of Manufacturer)

the requirements of 49 CFR Part 26.49 by submitting a current DBE goal to FTA. The goals apply to Federal Fiscal Year 2017, October 1, 2016 to September 30, 2017 and have been approved or not disapproved by FTA.

OR

_____, hereby certifies that the Manufacturer of the transit vehicle to
(Name of Dealer/Distributor)

be supplied, _____, has complied with the above-referenced
(Name of Manufacturer)

requirement of 49 CFR Part 26.49.

SIGNATURE

NAME Darrin Hendrixson

TITLE World Trans Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT C

PRE-AWARD and POST DELIVERY AUDIT REQUIREMENTS CERTIFICATION

Pre-Award and Post-Delivery Audit Requirements - The Proposer agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

1. Buy America Requirements: The Proposer shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If the Proposer certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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. (Attachment D)

2. Solicitation Specification Requirements: The Proposer shall submit evidence that it will be capable of meeting the RFP specifications. (Attachment E)

3. Federal Motor Vehicle Safety Standards (FMVSS): The Proposer shall submit 1) manufacturer's FMVSS self-certification that the vehicle(s) comply with all applicable FMVSS or 2) manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations. (Attachment F)

SIGNATURE _____

NAME Darrin Hendrixson

TITLE World Trans Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT D

CERTIFICATE OF COMPLIANCE
WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C), Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations at 49 C.F.R. Part 661.11.

The Proposer must submit with this RFP documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) 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.

SIGNATURE _____

NAME Darrin Hendrixson

TITLE World Trans Brand Manager

COMPANY ElDorado

DATE 7/27/2017

OR

CERTIFICATE OF NON-COMPLIANCE
WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

The Proposer hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, but may qualify for an exception to the requirements consistent with 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D), Sections 165(b)(2) or (b)(4) of the Surface Transportation Assistance Act, as amended, and regulations in 49 C.F.R. 661.7.

SIGNATURE _____

NAME _____

TITLE _____

COMPANY _____

DATE _____

ATTACHMENT E

PROPOSER SELF CERTIFICATION

1.) The Proposer certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that the services rendered will comply with the terms of the solicitation or contract.

2.) The Proposer certifies that it has read all of the RFP, proposal, or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Description of Commodity or Service_____

SIGNATURE _____

NAME Darrin Hendrixson

TITLE World Trans Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT F

FMVSS (FEDERAL MOTOR VEHICLE SAFETY STANDARDS) CERTIFICATION

All vehicles provided by the vendor must comply with all applicable FMVSS. The Proposer shall submit with this RFP:

1) Manufacturer's self-certification that the vehicle(s) will comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) for each proposed vehicle model

or

2) Manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations.

SIGNATURE _____

NAME Darrin Hendrixson

TITLE World Trans Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT G

CERTIFICATION REGARDING LOBBYING

The Proposer certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any persons for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding to 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 for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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 [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (PL 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transactions 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.

[Note: Pursuant to 31 U.S.C. 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 for each such expenditure or failure.]

The Proposer certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Proposer understands and agrees that the provisions of 31 U.S.C. Section A 3801 *et seq.*, apply to this certification and disclosure, if any.

SIGNATURE _____ COMPANY ElDorado

NAME & TITLE Darrin Hendrixson, World Trans Brand Manager DATE 7/27/2017

ATTACHMENT H

CERTIFICATION REGARDING GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

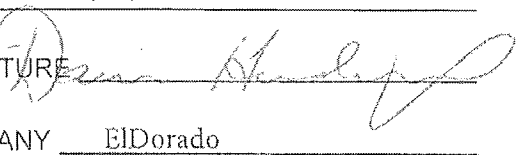
This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Proposer is required to verify that none of the contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The Proposer is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its RFP or proposal, the proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by _____ (agency name). If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to _____ (agency name), the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

DATE 7/27/2017

SIGNATURE 

COMPANY ElDorado

NAME Darrin Hendrixson

TITLE World Trans Brand Manager

ATTACHMENT I

CERTIFICATE OF COMPLIANCE WITH FTA'S BUS TESTING REQUIREMENTS

The Proposer certifies that the vehicle(s) offered in this procurement comply with 49 U.S.C. § 5323(c) and FTA's implementing regulation at 49 CFR Part 665, and any amendments thereto, according to one of the following three alternatives.

(Indicate with an "X" only one of the following statements.)

1. X The vehicles offered have been tested in accordance with 49 CFR Part 665. The vehicles being sold should have the identical configuration and major components as the vehicle in the test report(s), which must be submitted with this RFP. If the configuration or components are not identical, the manufacturer shall provide with its RFP a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing.

2. ___ The vehicles offered are a new model, or with a major change in configuration or components to be acquired, and will be tested and the full bus testing report(s) and any applicable partial testing report(s) will be submitted to the Purchaser before final acceptance of the first vehicle .

3. ___ The vehicles offered have been "grandfathered" (has been used in mass transit service in the United States before October 1, 1998, and is currently being produced without a major change in configuration or components), and submits with the RFP the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

The Proposer 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 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.

Funds will not be released until the purchasing agency gets a copy of the bus test (Altoona) reports, as appropriate, per 49 CFR 665.

SIGNATURE _____

NAME Darrin Hendrixson

TITLE World Trans Brand Manager

COMPANY ElDorado

DATE 7/27/2017

ATTACHMENT J

Texas Department of Transportation Form PTN-130
Consolidated Certification Form

I. GENERAL:
The undersigned vendor certifies to abide by these clauses and include the following clauses in each subcontract financed in whole or in part with Federal Transit Administration (FTA) funds. Vendors are certifying by reference the entire list of FTA FY 2017 Certifications and Assurances, and shall download the same at:
https //www transit dot gov/funding/grantee-resources/certifications-and-assurances/fta-fiscal-year-2017-certifications-and

A. Access to Third Party Contract Records (ALL)
As required by 49 U.S.C. § 5325(g). The VENDOR agrees provide sufficient access to records as needed to assure proper project management and compliance with Federal laws and regulations.

B. Interest of Members of or Delegates to Congress (ALL)
The vendor certifies that no member of or delegate to the Congress of the United States (US) shall be admitted to any share or part of this contract or to any benefit arising therefrom.

C. Prohibited Interest (ALL)
The vendor certifies that no member, officer or employee of the Public Body or of a local public body during his or her tenure or one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

D. Cargo Preference - Use of United States-Flag Vessels (property transported on ocean vessels)
The vendor agrees: a. to use privately owned US -Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for US-Flag commercial vessels; b. to furnish within 20 working days following the date of loading for shipments originating within the US or within 30 working days following the date of loading for shipments originating outside the US, a legible copy of a rated, "on-board" commercial ocean bill-of-lading in English for each shipment of cargo to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading).

E. Energy Conservation (ALL)
The vendor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

F. No Obligation by the Federal Government (ALL)
The Purchaser and vendor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract).

G. Program Fraud and False or Fraudulent Statements or Related Acts (ALL)
The vendor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S. C. §3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this project. The vendor certifies truthfulness and accuracy of any statement it makes pertaining to the FTA-assisted project. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement, submission or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 as deemed appropriate. The vendor acknowledges that if it makes, or causes to be made, a false, fictitious or fraudulent claim, statement submission, or certification to the Federal Government relating to the FTA-assisted project, per 49 U.S.C. §5307, the Government reserves the right to impose the penalties of 18 U.S.C. §1001 and 49 U.S.C. §5307(n)(1) on the Contractor, as deemed appropriate.

H. Contract Work Hours (all over 100K)
(1) Overtime requirements - No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) **Violation; liability for unpaid wages; liquidated damages** - In the event of any violation of the clause set forth in paragraph (1) of this section, the contractor & any subcontractor responsible therefore shall be liable for unpaid wages and shall be liable to the United States for liquidated damages which shall be computed for each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day that an individual was required / permitted to work over 40 hours in a workweek without payment of overtime wages required by the clause in paragraph (1) of this section.

(3) **Withholding for unpaid wages and liquidated damages** - The purchaser shall upon its own action or upon written request of the Department of Labor (DOL) withhold or cause to be withheld, from any money payable for work performed by the contractor or subcontractor under any contract or other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as set-forth in paragraph (2) of this section.

(4) **Subcontracts** - The contractor or subcontractor shall include the clauses set forth in this section and require the same from subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these clauses.

(5) **Payrolls and basic records** - Payrolls and related basic records shall be maintained by the contractor during the course of the work and preserved for three years thereafter for all laborers and mechanics working at the work site (or under the United States Housing Act of 1937 or the Housing Act of 1949, in the construction or development of the project). Such records shall contain the name, address and social security number of each worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records showing that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and records of the costs anticipated or actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of registration of apprenticeship programs, certification of trainee programs, registration of the apprentices and trainees, and ratios & wage rates prescribed in applicable programs.

I. Civil Rights (over 10K)

(1) **Nondiscrimination** - In accordance with Title VI of the Civil Rights Act (CRA), as amended, 42 U.S.C. §2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. §6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. §12132, and Federal transit law at 49 U.S.C. §5332, the vendor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the vendor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) **Equal Employment Opportunity** - The following equal employment opportunity requirements apply:
(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VI of the CRA, as amended, 42 U.S.C. §2000e, and Federal transit laws at 49 U.S.C. §5332, the vendor agrees to comply with all applicable equal employment opportunity requirements of U.S. DOL regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, DOL," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. §2000e note), and with any applicable Federal statutes, executive orders, regulations and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The vendor agrees to take affirmative action to ensure that applicants are employed & treated during employment without regard to their race, color, creed, national origin, sex or age. Action shall include but not be limited to employment, upgrading, demotion, transfer, recruitment, layoff, termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. The vendor agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967 (29 U.S.C. §§623 and 49 U.S.C. §5332), the vendor agrees to refrain from discrimination against present and prospective employees for reason of age, and comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act (42 U.S.C. §12112), the contractor agrees to comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities, and to comply with any implementing requirements FTA may issue.

J. Incorporation of Federal Transit Administration (FTA) Terms (ALL)

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any transit agency requests which would cause the transit agency to violate FTA terms and conditions.

K. Application of Federal, State, & Local Laws, Regulations, & Directives (Federal Changes) (ALL)

The VENDOR agrees that Federal laws and regulations control project award and implementation. The VENDOR understands and agrees that unless the recipient requests FTA approval in writing, the VENDOR may incur a violation of Federal laws or regulations or this agreement if it implements an alternative procedure or course of action not approved by FTA. The VENDOR understands and agrees that Federal laws, regulations, and directives applicable on the date on which Federal assistance is awarded may be modified from time to time. In particular, new Federal laws, regulations, and directives may become effective after the date the project agreement is effective, and might apply to that project agreement. The VENDOR agrees that the most recent versions of such Federal laws, regulations, and directives will apply to the administration of the project at any particular time.

L. Right of the State Government to Terminate (ALL)

Upon written notice, the VENDOR agrees that the State Government may suspend or terminate all or any part of State assistance if terms of the project agreement are violated, if the State Government determines that the purposes of the laws authorizing the Project would not be adequately served by the continuation of State assistance for the Project., if reasonable progress on the Project is not made, if there is a violation of the project agreement that endangers substantial performance of the Project, or if the State Government determines that State assistance has been willfully misused by failing to make appropriate use of Project property. Termination of State assistance for the Project will not typically invalidate obligations properly incurred before the termination date to the extent those obligations cannot be canceled. The State Government reserves the right to require the refund of the entire amount of State assistance provided for the Project or a lesser amount.

M. Disputes, Breaches, Defaults or Other Litigation (over 150K)

The VENDOR agrees that FTA has a vested interest in the settlement of any dispute, breach, default, or litigation involving the Project. Accordingly:

a. Notification to FTA. The VENDOR is aware that recipients of Federal assistance must notify FTA in writing of any current or prospective major dispute, breach, default, or litigation that may affect the Federal Government's interests in the Project or the administration or enforcement of Federal laws or regulations. If the Federal Government is to be named as a party to litigation for any reason, in any forum, the appropriate FTA Regional Counsel is to be notified in writing before doing so.

b. Federal Interest in Recovery. The VENDOR is aware that the Federal Government retains the right to a proportionate share, based on the percentage of the Federal share awarded for the Project, of proceeds derived from any third party recovery.

c. Enforcement. The VENDOR agrees to pursue its legal rights and remedies available under any third party contract or available under law or regulations.

d. FTA Concurrence. The VENDOR is aware that FTA reserves the right to concur in any compromise or settlement of any claim involving the Project.

e. Alternative Dispute Resolution. The VENDOR is aware that FTA encourages the use of alternative dispute resolution procedures, as may be appropriate.

f. Agency Process.

Transit agency enters dispute resolution process here.

N. Fly America (foreign air transport or travel)
The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and subrecipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

O. Recycled Products (all products)
The contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR 247.

P. Access for Individuals with Disabilities (ALL)
The VENDOR agrees to comply with 49 U.S.C. § 5301(d), which states the Federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. The VENDOR also agrees to comply with all applicable provisions of section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S. C. § 794, which prohibits discrimination on the basis of disability; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 *et seq.*, which requires that accessible facilities and services be made available to individuals with disabilities; and with the Architectural Barriers Act of 1968, as amended, 42 U.S.C. §§ 4151 *et seq.*, which requires that buildings and public accommodations be accessible to individuals with disabilities, and with other laws and amendments thereto pertaining to access for individuals with disabilities that may be applicable. In addition, the VENDOR agrees to comply with applicable implementing Federal regulations any later amendments thereto, and agrees to follow applicable Federal directives except to the extent FTA approves otherwise in writing. Among those regulations and directives are: (1) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37; (2) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27; (3) Joint U.S. Architectural and Transportation Barriers Compliance Board (U.S. ATBCB)/U.S. DOT regulations, "Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. Part 1192 and 49 C.F.R. Part 38; (4) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35; (5) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36; (6) U.S. General Services Administration (U.S. GSA) regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19; (7) U.S. EEOC, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630; (8) U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; (9) U.S. ATBCB regulations, "Electronic and Information Technology Accessibility Standards," 36 C.F.R. Part 1194; (10) FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. Part 609; and (11) Federal civil rights and nondiscrimination directives implementing the foregoing Federal laws and regulations except to the extent the Federal Government determines otherwise in writing.

Q. Debarment and Suspension (over 25K)

The vendor hereby certifies that it and its principals have not presently or within a three year period been debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal agency; and the vendor hereby certifies that it and its principals have not presently or within a three-year period been convicted of or had a civil judgment rendered against them for the commission of a fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, state or local) transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property.

R. Clean Water & Air (over 150K)

The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§7401 et seq. The vendor agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to the FTA and the EPA.

S. Non-Lobbying (over 150K)

The undersigned certifies to the best of his or her knowledge and belief that:

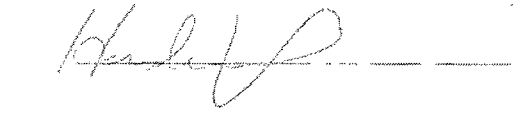
1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned to any person for influencing or attempting to influence any officer or employee of an agency, a member of Congress, an officer or employee of Congress in connection with the awarding of any federal contract, 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 for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this 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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements and that all subrecipients 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 section 1352, title 31, USC. 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.

T. Lobbying and Disclosure Certification

Name of Company	Printed Name of Person Completing Form
ElDorado	Darrin Hendrixson
Date	Signature
7/27/2017	

U. CERTIFICATION TO PURCHASER:

A. The undersigned vendor certifies that the manufactured good(s) furnished will meet or exceed the specifications, and/or that services rendered will comply with the terms of the solicitation or contract.

B. The undersigned vendor certifies that it has read all of the bid, proposal, or contract documents and agrees to abide by the terms, certifications, and conditions thereof.

Name of Company	Address
	Printed Name of Person Completing Form
Telephone	Signature
Date	SS# or Tax ID #
Description of Commodity or Service	

Disadvantaged Business Enterprise Information	Type of Organization (circle)
	☐ Sole Proprietorship ☐ General Proprietorship
Is your firm a DBE? ☐ (yes) ☐ (no)	☐ Corporation ☐ Limited Partnership
If yes, what type?	☐ Limited Proprietorship

U. Disadvantaged Business Enterprises (DBE) Certification

The vendor will provide products compliant with 49 CFR 26.49 regarding the vehicle manufacturer's overall DBE goal.

Name of manufacturer of vehicle(s) to be delivered: ElDorado - World Trans

V. Altoona Test Certification (for rolling stock purchases) (Check one of the following):

☒ The vehicle has been Altoona tested, report number LTI-BT-R1603

☐ The vehicle is exempt from testing IAW 49 CFR 665.

☐ The vehicle is currently being tested at Altoona.

Funds will not be released until the purchasing agency gets a copy of the Altoona test report, as appropriate, per 49 CFR 665.

W. Federal Motor Vehicle Safety Standards (FMVSS) Certification (for rolling stock purchases)

Any vehicles provided by the vendor will comply with all applicable FMVSS. The vendor 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 contracted buses will not be subject to FMVSS regulations.

FMVSS Certification

Name of Company	Printed Name of Person Completing Form
ElDorado	Darrin Hendrixson
Date	Signature
7/27/2017	Darrin Hendrixson

X. Buy America (Check where applicable). (over $150K rolling stock, construction, materials)

☒ The vendor or offeror hereby certifies it will comply with the requirements of 49 USC 5323(j) and the applicable regulations in 49 CFR 661, providing Buy America compliant manufactured goods or rolling stock.

☐ The vendor or offeror cannot comply with the requirements 49 USC 5323(j), but may qualify for an exception to the requirement pursuant to the regulations in 49 CFR 661.

Buy America Certification

Name of Company	Printed Name of Person Completing Form
ElDorado	Darrin Hendrixson
Date	Signature
7/27/2017	Darrin Hendrixson

II. SPECIAL PROJECT TYPE PROVISIONS - the following addenda are attached and endorsed as appropriate:

A. Construction or Architectural & Engineering Projects ☐

B. Transit Operations or Management Projects ☒

C. Intelligent Transportation System or Research & Development ☐

FEDERAL TRANSIT BUS TEST

Performed for the Federal Transit Administration U.S. DOT
In accordance with CFR 49, Volume 7, Part 665

Manufacturer: Eldorado National Kansas d.b.a. Worldtrans
Model: World Trans E26
Submitted for Testing in Service-Life Category 7 Year /200,000 Miles

September 2016

Report Number: LTI-BT-R1603

PENNSTATE

THE LARSON INSTITUTE

The Thomas D. Larson
Pennsylvania Transportation Institute
201 Transportation Research Building
The Pennsylvania State University
University Park, PA 16802
(814) 865-1891

Bus Testing and Research Center
2237 Old Route 220 North
Duncansville, PA 16635
(814) 695-3404

FEDERAL TRANSIT BUS TEST

Performed for the Federal Transit Administration U.S. DOT
1200 New Jersey Avenue, SE
Washington, DC 20590

In accordance with CFR 49, Volume 7, Part 665

Manufacturer: Eldorado National Kansas d.b.a. Worldtrans

Manufacturer's address: 331 Graham Road
Imlay City, MI 48444

Model: World Trans E26

Submitted for Testing in Service-Life Category
7 Year /200,000 Miles

Report Number: LTI-BT-R1603

ACCREDITED
Mechanical Testing Certificate 3172.01

Quality Authorization | Director, Bus Research and Testing Center (Title) | 9/7/16 (Date)

Item 1. Financial Statements.

REV Group, Inc. and Subsidiaries

Condensed Unaudited Consolidated Balance Sheets
(Dollars in thousands, except per share amounts)

	April 29, 2017	October 29, 2016
ASSETS		
Current assets:		
Cash and cash equivalents	$ 13,950	$ 10,821
Accounts receivables, net	223,346	181,239
Inventories, net	417,630	325,633
Other current assets	18,336	12,037
Total current assets	673,262	529,730
Property, plant and equipment, net	198,199	146,422
Goodwill	170,386	84,507
Intangibles assets, net	125,130	124,040
Other long-term assets	8,454	4,320
Total assets	$ 1,175,431	$ 889,019
LIABILITIES AND EQUITY		
Current liabilities:		
Current portion of long-term debt	$ 750	$ -
Accounts payable	140,603	129,481
Customer advances	106,747	87,627
Accrued warranty	21,881	22,693
Other current liabilities	56,884	91,803
Total current liabilities	326,865	331,604
Long-term debt, less current maturities	280,756	256,040
Deferred income taxes	8,229	17,449
Other long-term liabilities	24,170	23,710
Total liabilities	640,020	628,803
Contingently redeemable common stock (0 and 1,607,760 shares outstanding, respectively)	-	22,293
Commitments and contingencies		
Shareholders' Equity:		
Preferred stock ($.001 par value, 95,000,000 shares authorized, none issued or outstanding)	-	-
Common stock—Class A ($.001 par value, 46,000,000 shares authorized; 0 and 6,930,720 shares issued (excluding contingently redeemable common stock), 0 and 6,930,720 shares outstanding, respectively)	-	7
Common stock—Class B ($.001 par value, 43,200,000 shares authorized; 0 and 42,684,320 shares issued and outstanding, respectively)	-	43
Common Stock ($.001 par value, 605,000,000 shares authorized; 63,722,795 issued and outstanding)	64	-
Additional paid-in capital	526,277	206,179
Retained earnings	8,899	31,655
Accumulated other comprehensive income	171	39
Total shareholders' equity	535,411	237,923
Total liabilities and shareholders' equity	$ 1,175,431	$ 889,019

See Notes to Condensed Unaudited Consolidated Financial Statements.

REV Group, Inc. and Subsidiaries

Condensed Unaudited Consolidated Statements of Operations
(Dollars in thousands, except per share amounts)

	Three Months Ended		Six Months Ended	
	April 29, 2017	April 30, 2016	April 29, 2017	April 30, 2016
Net sales	$ 545,316	$ 480,229	$ 988,253	$ 853,009
Cost of sales	472,471	421,509	867,888	759,350
Gross profit	72,845	58,720	120,365	93,659
Operating expenses:				
Selling, general and administrative	42,604	35,314	99,102	62,420
Research and development costs	963	1,294	2,161	2,433
Restructuring	335	(215)	1,199	2,750
Amortization of intangible assets	2,695	2,200	5,309	4,443
Total operating expenses	46,597	38,593	107,771	72,046
Operating income	26,248	20,127	12,594	21,613
Interest expense	3,416	6,776	10,893	13,463
Loss on early extinguishment of debt	11,920	-	11,920	-
Income (loss) before provision (benefit) for income taxes	10,912	13,351	(10,219)	8,150
Provision (benefit) for income taxes	4,099	5,309	(3,730)	3,118
Net income (loss)	$ 6,813	$ 8,042	$ (6,489)	$ 5,032
Income (loss) per common share:				
Basic	$ 0.11	$ 0.16	$ (0.11)	$ 0.10
Diluted	$ 0.10	$ 0.16	$ (0.11)	$ 0.10
Dividends declared per common share	$ 0.05	$ -	$ 0.05	$ -

See Notes to Condensed Unaudited Consolidated Financial Statements.

REV Group, Inc. and Subsidiaries

Condensed Unaudited Consolidated Statements of Comprehensive Income (Loss)
(Dollars in thousands)

	Three Months Ended		Six Months Ended	
	April 29, 2017	April 30, 2016	April 29, 2017	April 30, 2016
Net income (loss)	$ 6,813	$ 8,042	$ (6,489)	$ 5,032
Other comprehensive income (loss), net of tax	113	(637)	132	(179)
Comprehensive income (loss)	$ 6,926	$ 7,405	$ (6,357)	$ 4,853

See Notes to Condensed Unaudited Consolidated Financial Statements.

REV Group, Inc. and Subsidiaries

Condensed Unaudited Consolidated Statements of Cash Flows
(Dollars in thousands)

	Six Months Ended	
	April 29, 2017	April 30, 2016
Cash flows from operating activities:		
Net income (loss)	$ (6,489)	$ 5,032
Adjustments to reconcile net income (loss) to net cash used in operating activities:		
Depreciation and amortization	15,274	10,259
Amortization of deferred financing costs	918	1,089
Amortization of senior note discount	50	102
Stock-based compensation expense	25,817	11,246
Deferred income taxes	(8,563)	(3,870)
Loss on early extinguishment of debt	11,920	-
Gain on disposal of property, plant and equipment	(352)	(196)
Changes in operating assets and liabilities net of effects of business acquisitions:		
Receivables, net	(14,789)	(23,985)
Inventories, net	(31,973)	(38,243)
Other current assets	(4,888)	1,023
Accounts payable	(19,822)	23,576
Accrued warranty	(3,911)	(2,375)
Customer advances	10,928	4,038
Other liabilities	(33,159)	1,235
Long-term assets	148	(229)
Net cash used in operating activities	(58,891)	(11,298)
Cash flows from investing activities:		
Purchase of property, plant and equipment	(37,165)	(23,001)
Payments for rental fleet vehicles	(7,799)	—
Proceeds from sale of property, plant and equipment	1,821	357
Acquisition of businesses, net of cash acquired	(153,534)	(25,293)
Acquisition of Ancira assets	—	(6,435)
Net cash used in investing activities	(196,677)	(54,372)
Cash flows from financing activities:		
Net proceeds from borrowings of revolving credit facility	127,749	89,213
Proceeds from Term Loan	75,000	—
Net proceeds from initial public offering	253,593	—
Repayment of debt assumed from acquisition	—	(3,698)
Payment of debt issuance costs	(6,744)	(704)
Repayment of long-term debt and capital leases	(180,000)	(119)
Senior Note prepayment premium	(7,650)	—
Redemption of common stock and stock options	(3,251)	(20,885)
Net cash provided by financing activities	258,697	63,807
Net increase (decrease) in cash and cash equivalents	3,129	(1,863)
Cash and cash equivalents, beginning of period	10,821	4,968
Cash and cash equivalents, end of period	$ 13,950	$ 3,105
Supplemental disclosures of cash flow information:		
Cash paid for:		
Interest	$ 17,607	$ 12,123
Income taxes, net of refunds	$ 10,536	$ 5,046
Supplemental Schedule of noncash financing activities:		
Note payable due to seller of acquisition	$ —	$ 1,000

See Notes to Condensed Unaudited Consolidated Financial Statements.

REV Group, Inc. and Subsidiaries

Condensed Unaudited Consolidated Statement of Shareholders' Equity and Contingently Redeemable Common Stock
(Dollars in thousands)

	Common Stock - Class A		Common Stock - Class B		Common Stock				Accumulated Other		Contingently Redeemable Common Stock	
	Amount	# Shares OS	Amount	# Shares OS	Amount	# Shares OS	APIC	Retained Earnings	Comprehensive Income	Total Equity	# Shares OS	Amount
Balance, October 29, 2016	$ 7	6,930,720 Sh.	$ 43	42,684,320 Sh.	$ -	-	$ 206,179	$ 31,655	$ 39	$ 237,923	1,607,760 Sh.	$ 22,293
Net loss								(6,489)		(6,489)		
Other comprehensive income									132	132		
Stock-based compensation expense							4,663			4,663		
Change in value of contingently redeemable common stock								(13,078)		(13,078)		13,078
Reclassification of contingently redeemable common stock	2	1,607,760 Sh.					35,369			35,371	(1,607,760 Sh.)	(35,371)
Reclassification of liability awards							26,485			26,485		
Net proceeds from initial public offering					12	12,500,000 Sh.	253,581			253,593		
Reclassification of shares of common stock	(9)	(8,538,480 Sh.)	(43)	(42,684,320 Sh.)	52	51,222,800 Sh.				-		
Dividends declared on common stock								(3,189)		(3,189)		
Rounding of partial shares held prior to stock split						(5 Sh.)				-		
Balance, April 29, 2017	$ -	-	$ -	-	$ 64	$ 63,722,795	$ 526,277	$ 8,899	$ 171	$ 535,411	-	$ -

REV Group, Inc. and Subsidiaries
Notes to the Condensed Unaudited Consolidated Financial Statements

Note 1. Basis of Presentation

The condensed unaudited consolidated financial statements include the accounts of REV Group, Inc. ("REV" or "the Company") and all of its subsidiaries and are prepared in conformity within generally accepted accounting principles in the United States of America ("U.S. GAAP"). All significant intercompany accounts and transactions have been eliminated in consolidation.

The accompanying condensed unaudited consolidated financial statements contain all adjustments, consisting of normal recurring accruals, necessary to present fairly REV's consolidated financial position as of April 29, 2017, and October 29, 2016, and the consolidated results of operations and comprehensive income for the three and six months ended April 29, 2017 and April 30, 2016 and the consolidated cash flows for the six months then ended. The condensed unaudited consolidated statements of operations and comprehensive income for the three and six months ended April 29, 2017, and April 30, 2016 are not necessarily indicative of the results to be expected for the full year. The condensed unaudited consolidated balance sheet data as of October 29, 2016, was derived from audited financial statements, but does not include all of the information and footnotes required by U.S. GAAP for complete financial statements. These interim financial statements should be read in conjunction with the audited consolidated financial statements and notes thereto.

During fiscal year 2016, the Company changed its fiscal year end from October 31 of each year to the last Saturday in October of each year going forward.

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Initial Public Offering: On January 26, 2017, the Company announced the pricing of an initial public offering ("IPO") of shares of its common stock, which began trading on the New York Stock Exchange on January 27, 2017. On February 1, 2017, the Company completed the IPO of 12,500,000 shares of common stock at a price of $22.00 per share. The Company received $275.0 million in gross proceeds from the IPO, or approximately $253.6 million in net proceeds after deducting the underwriting discount and expenses related to the IPO. The net proceeds of the IPO were used to pay down the Company's existing debt. Immediately prior to closing of the IPO, the Company completed an 80-for-one stock split of its Class A common stock and Class B common stock and reclassified the Class A common stock and Class B common stock into a single class of common stock, which was the same class as the shares sold in the IPO. All share and per share data have been retroactively restated to give effect to this stock split.

Note 2. Acquisitions

Midwest Automotive Designs Acquisition

On April 13, 2017, the Company acquired certain assets and liabilities of Midwest Automotive Designs ("Midwest" and the "Midwest Acquisition"). Midwest manufactures Class B recreational vehicles ("RVs") and luxury vans. This acquisition enhances the Company's product offerings in both its Recreation and Commercial segments, by adding a selection of Class B recreational vehicles and multiple products for the luxury limousine, charter and tour bus markets. The purchase price for Midwest was $35.5 million ($35.5 million net of cash acquired), subject to an adjustment based on the level of net working capital at closing, as defined in the purchase agreement. The net cash consideration paid at closing was funded through the Company's ABL Facility. Midwest is reported as part of the Recreation segment. The preliminary purchase price allocation resulted in goodwill of $29.4 million, which is deductible for income tax purposes.

The Midwest Acquisition will be accounted for as a business combination using the acquisition method of accounting, whereby the purchase price will be allocated to tangible and intangible assets acquired and liabilities assumed based on their estimated fair values on the acquisition date, with the remaining unallocated purchase price recorded as goodwill.

As of April 29, 2017, the Company had not completed its assessment of the fair value of all acquired assets and liabilities assumed, as well as the completion of the determination of the final purchase price calculation, as defined in the purchase agreement. The estimated fair values are preliminary and based on the information that was available as of the date of the acquisition.

The following table summarizes the preliminary fair values of the assets acquired and liabilities assumed for Midwest (in thousands) :

Assets:		
Cash	$	1
Accounts receivable, net		7,218
Inventories, net		5,690
Other current assets		178
Property, plant and equipment		343
Total assets acquired		13,430
Liabilities:		
Accounts payable		6,602
Accrued warranty		312
Customer advances		180
Other current liabilities		225
Total liabilities assumed		7,319
Net Assets Acquired		6,111
Consideration Paid		35,482
Goodwill	$	29,371

As the amounts in the table above are preliminary and do not include the anticipated step up in fair value of certain tangible and intangible assets acquired in the Midwest Acquisition, the Company expects the goodwill amount to decrease significantly as the Company's management completes its review of the purchase price allocation and the valuation of the acquired assets.

Net sales and operating income attributable to Midwest were $1.5 million and $0.2 million for the three and six months ended April 29, 2017. The Company has not included pro forma financial information in this report as if the acquisition had occurred on November 1, 2015, since the Midwest Acquisition did not meet the materiality requirement for such disclosure.

Ferrara Fire Apparatus Acquisition

On April 25, 2017, the Company acquired 100% of the common shares of Ferrara Fire Apparatus, Inc. ("Ferrara" and the "Ferrara Acquisition"). Ferrara is a leading custom fire apparatus and rescue vehicle manufacturer that engineers and manufactures vehicles for municipal and industrial customers. This acquisition enhances the Company's emergency vehicle product offering, particularly with custom fire apparatus including pumpers, aerials, and industrial vehicles. The purchase price for Ferrara was $100.0 million ($97.1 million net of $3.0 million cash acquired), subject to an adjustment based on the level of net working capital at closing, as defined in the purchase agreement. The net cash consideration paid at closing was funded through the Company's ABL Facility. Ferrara is reported as part of the Fire & Emergency segment. The preliminary purchase price allocation resulted in goodwill of $51.9 million, which is not deductible for income tax purposes.

The Ferrara Acquisition will be accounted for as a business combination using the acquisition method of accounting, whereby the purchase price will be allocated to tangible and intangible assets acquired and liabilities assumed based on their estimated fair values on the acquisition date, with the remaining unallocated purchase price recorded as goodwill.

As of April 29, 2017, the Company had not completed its assessment of the fair value of all acquired assets and liabilities assumed, as well as the completion of the determination of the final purchase price calculation, as defined in the purchase agreement. The estimated fair values are preliminary and based on the information that was available as of the date of the acquisition.

The following table summarizes the preliminary fair values of the assets acquired and liabilities assumed for Ferrara (in thousands):

Assets:		
Cash	$	3,013
Accounts receivable, net		18,533
Inventories, net		40,472
Other current assets		1,102
Property, plant and equipment		12,610
Other long-term assets		76
Total assets acquired		75,806
Liabilities:		
Accounts payable		15,712
Accrued warranty		2,621
Customer advances		7,740
Other current liabilities		1,565
Deferred income taxes		—
Other long-term liabilities		—
Total liabilities assumed		27,638
Net Assets Acquired		48,168
Consideration Paid		100,113
Goodwill	$	51,945

As the amounts in the table above are preliminary and do not include the anticipated step up in fair value of certain tangible and intangible assets acquired in the Midwest Acquisition, the Company expects the goodwill amount to decrease significantly as the Company's management completes its review of the purchase price allocation and the valuation of the acquired assets.

Net sales and operating loss attributable to Ferrara were $1.1 million and ($0.04) million for the three and six months ended April 29, 2017. The Company has not included pro forma financial information in this report as if the acquisition had occurred on November 1, 2015, since the Ferrara Acquisition did not meet the materiality requirement for such disclosure.

Renegade RV Acquisition

On December 30, 2016, the Company acquired 100% of the common shares of Kibbi, LLC, which operated as Renegade RV ("Renegade" and the "Renegade Acquisition"). Renegade is a leading manufacturer of Class C and "Super C" RVs and heavy-duty special application trailers. The purchase price for Renegade was $22.5 million ($21.0 million net of $1.6 million cash acquired), which included a $0.3 million payment to Renegade's sellers based on the level of net working capital on the acquisition date. The net cash consideration paid at closing was funded through the Company's ABL Facility. Renegade is reported as part of the Recreation segment. The preliminary purchase price allocation resulted in goodwill of $3.5 million, which is not deductible for income tax purposes.

The Renegade Acquisition has been accounted for as a business combination using the acquisition method of accounting, whereby the purchase price was allocated to tangible and intangible assets acquired and liabilities assumed based on their estimated fair values on the acquisition date, with the remaining unallocated purchase price recorded as goodwill.

As of April 29, 2017, the Company had not completed its assessment of the fair value of all acquired assets and liabilities assumed, as well as the completion of the determination of the final purchase price calculation, as defined in the purchase agreement. The estimated fair values are preliminary and based on the information that was available as of the date of the acquisition.

The following table summarizes the preliminary fair values of the assets acquired and liabilities assumed for Renegade (in thousands) :

Assets:		
Cash	$	1,597
Accounts receivable, net		2,334
Inventories, net		14,322
Other current assets		131
Property, plant and equipment		892
Intangible assets, net		6,400
Total assets acquired		25,676
Liabilities:		
Accounts payable		4,230
Accrued warranty		390
Customer advances		272
Other current liabilities		1,110
Deferred income taxes		541
Other long-term liabilities		65
Total liabilities assumed		6,608
Net Assets Acquired		19,068
Consideration Paid		22,549
Goodwill	$	3,481

Intangible assets acquired as a result of the Renegade Acquisition are as follows (in thousands):

Customer relationships (6 year life)	$	4,100
Order backlog (1 year life)		700
Trade names (indefinite life)		1,600
Total intangible assets, net	$	6,400

Net sales and operating income attributable to Renegade were $21.3 million and $1.0 million for the three months and $26.5 million and $0.9 million for the six months ended April 29, 2017. The Company has not included pro forma financial information in this report as if the acquisition had occurred on November 1, 2015, since the Renegade Acquisition did not meet the materiality requirement for such disclosure.

Kovatch Mobile Equipment Acquisition

On April 22, 2016, the Company acquired certain real estate assets and 100% of the common shares of Kovatch Mobile Equipment Corp. ("KME" and the "KME Acquisition"). KME produces a broad portfolio of customized specialty fire apparatus vehicles, and markets them to fire-rescue, military, aviation, and industrial customers globally. The KME Acquisition strengthens the Company's share in the emergency vehicle market by expanding the Company's fire apparatus product portfolio. The purchase price for KME was $39.6 million ($30.1 million net of $9.5 million cash acquired), which included a $0.5 million payment based on the level of net working capital and debt at closing. The net cash consideration paid at closing was funded through the Company's ABL Facility. KME is reported as part of the Fire & Emergency segment. The purchase price allocation resulted in goodwill of $2.4 million, which is not deductible for income tax purposes.

The KME Acquisition has been accounted for as a business combination using the acquisition method of accounting, whereby the purchase price was allocated to tangible and intangible assets acquired and liabilities assumed based on their estimated fair values on the acquisition date, with the remaining unallocated purchase price recorded as goodwill. Fair value measurements have been applied based on assumptions that market participants would use in pricing of the asset or liability.

The following table summarizes the fair valu es of the assets acquired and liabilities assumed for KME (in thousands) :

Assets:		
Cash	$	9,490
Receivables, net		11,850
Inventories, net		67,439
Deferred income taxes		1,454
Other current assets		1,580
Property, plant and equipment		15,332
Intangible assets, net		10,950
Other long-term assets		22
Total assets acquired		118,117
Liabilities:		
Accounts payable		13,834
Customer advances		43,438
Accrued warranty		14,357
Other current liabilities		9,282
Total liabilities assumed		80,911
Net Assets Acquired		37,206
Consideration Paid		39,602
Goodwill	$	2,396

Intangible assets acquired as a result of the KME Acquisition are as follows (in thousands):

Customer relationships (9 year life)	$	8,550
Trade names (indefinite life)		2,400
Total intangible assets, net	$	10,950

Net sales and operating income attributable to KME were $44.4 million and $0.5 million for the three months and $80.2 million and $0.05 million for the six months ended April 29, 2017, respectively. The Company has not included pro forma financial information in this report as if the acquisition had occurred on November 1, 2015, since the KME Acquisition did not meet the materiality requirement for such disclosure.

Hall-Mark Fire Apparatus Acquisition

On November 20, 2015, the Company acquired certain assets and assumed certain liabilities of Hall-Mark Fire Apparatus Inc. ("Hall-Mark" and the "Hall-Mark Acquisition"). The Hall-Mark acquisition provides the Company with the opportunity to expand its parts and service offerings to its customers. The purchase price was $3.0 million in cash with $2.0 million paid at closing and a total of $1.0 million payable in quarterly installments over the next five years. Additionally, the Company assumed $3.7 million of Hall-Mark's debt, offset by $0.4 million of cash acquired. The net cash consideration paid at closing was funded through the Company's ABL Facility. Hall-Mark is reported as part of the Fire & Emergency segment. The purchase price allocation resulted in goodwill of $0.4 million, which is deductible for income tax purposes.

The Hall-Mark Acquisition has been accounted for as a business combination using the acquisition method of accounting, whereby the purchase price was allocated to tangible and intangible assets acquired and liabilities assumed based on their estimated fair values on the acquisition date, with the remaining unallocated purchase price recorded as goodwill. Fair value measurements have been applied based on assumptions that market participants would use in pricing of the asset or liability.

The following table summarizes the fair values of the assets acquired a nd liabilities assumed for Hall-Mark (in thousands) :

Assets:	
Cash	$ 385
Accounts receivable	3,135
Inventories	2,718
Prepaids & other assets	3,493
Property, plant and equipment	191
Trade names	870
Customer relationships	750
Order backlog	220
Non-compete Agreements	530
Total assets acquired	12,292
Liabilities	
Accounts payable	891
Other current liabilities	226
Customer deposits	4,845
Debt	3,698
Total liabilities assumed	9,660
Net Assets Acquired	2,632
Consideration Paid	3,000
Goodwill	$ 368

The Hall-Mark trade names will be amortized over five years, customer relationships will be amortized over nine years, non-compete agreements will be amortized over six years and the order backlog was amortized over a one-year period.

Ancira Acquisition

On December 14, 2015, the Company entered into an agreement to acquire the land, building, and inventory of a recreational vehicle dealer in Texas ("Ancira" and the "Ancira Acquisition"). The purchase price for the Ancira Acquisition was $20.0 million.

Since the Company only acquired assets from Ancira, and did not acquire any ongoing business processes, namely the dealer license, the Ancira Acquisition was accounted for as an asset acquisition, and accordingly, the total purchase price was allocated to the assets acquired based on their relative fair value. No intangible assets were acquired or recognized as a result of the Ancira Acquisition.

The following table summarizes the allocated cost of the assets acquired in the Ancira Acquisition (in thousands):

Inventory	$ 13,541
Land & land improvements	1,400
Building & improvements	4,849
Machinery & equipment	186
Total purchase price	$ 19,976

Note 3. Inventories

Inventories, net of reserves, consisted of the following (in thousands):

	April 29, 2017	October 29, 2016
Chassis	$ 38,129	$ 35,227
Raw materials	137,895	112,423
Work in process	185,884	128,145
Finished products	66,225	59,179
	428,133	334,974
Less: reserves	(10,503)	(9,341)
Total inventories, net	$ 417,630	$ 325,633

Note 4. Property, Plant and Equipment

Property, plant and equipment consisted of the following (in thousands):

	April 29, 2017	October 29, 2016
Land & land improvements	$ 19,494	$ 16,247
Buildings & improvements	98,193	85,779
Machinery & equipment	90,478	73,087
Office furniture & fixtures	13,285	9,009
Construction in process	49,183	23,445
	270,632	207,567
Less: accumulated depreciation	(72,433)	(61,145)
Total property, plant and equipment, net	$ 198,199	$ 146,422

Depreciation expense was $5.2 million and $3.2 million for the three months ended April 29, 2017, and April 30, 2016, respectively, and $10.0 million and $5.8 million for the six months ended April 29, 2017, and April 30, 2016, respectively.

Note 5. Goodwill and Intangible Assets

The table below represents goodwill by segment (in thousands):

	April 29, 2017	October 29, 2016
Fire & Emergency	$ 108,884	$ 55,857
Commercial	28,650	28,650
Recreation	32,852	—
Total goodwill	$ 170,386	$ 84,507

The change in the net carrying value amount of goodwill consisted of the following (in thousands):

	Six Months Ended	
	April 29, 2017	April 30, 2016
Balance at beginning of period	$ 84,507	$ 82,825
Activity during the year:		
Acquisition activity	85,879	3,699
Balance at end of period	$ 170,386	$ 86,524

Intangible assets (excluding goodwill) consisted of the following (in thousands):

	Weighted-Average Life	April 29, 2017	October 29, 2016
Finite-lived intangible assets:			
Technology-related	7.0	$ 724	$ 724
Customer relationships	8.6	83,272	79,172
Order backlog	1.0	920	220
Non-compete agreements	6.0	530	530
Trade names	7.0	3,477	3,477
		88,923	84,123
Less: accumulated amortization		(53,156)	(47,846)
		35,767	36,277
Indefinite-lived trade names		89,363	87,763
Total intangible assets, net		$ 125,130	$ 124,040

Amortization expense was $2.7 million and $2.2 million for the three months ended April 29, 2017, and April 30, 2016, respectively, and $5.3 million and $4.4 million for the six months ended April 29, 2017, and April 30, 2016, respectively.

Note 6. Other Current Liabilities

Other current liabilities consisted of the following (in thousands):

	April 29, 2017	October 29, 2016
Payroll and related benefits and taxes	$ 27,745	$ 27,775
Incentive compensation	3,629	11,715
Customer sales program	3,853	3,549
Restructuring costs	—	359
Interest payable	1,794	9,444
Income taxes payable	2,476	8,716
Stock options	—	9,117
Dividends payable	3,187	—
Other	14,200	21,128
Total other current liabilities	$ 56,884	$ 91,803

Note 7. Long-Term Debt

The Company was obligated under the following debt instruments (in thousands):

	April 29, 2017	October 29, 2016
Senior secured facility:		
Senior secured notes, net of debt discount ($0 and $455) and debt issuance costs ($0 and $3,505)	$ —	$ 176,040
ABL Facility	208,500	80,000
Term Loan, net of debt issuance costs ($1,994 and $0)	73,006	—
	281,506	256,040
Less: current maturities	(750)	—
Long-term debt, less current maturities	$ 280,756	$ 256,040

Senior Secured Notes

On October 21, 2013, the Company issued (the "Offering") $200.0 million in aggregate principal amount of its 8.5% Senior Secured Notes (the "Notes"). The net proceeds from the Offering, together with net proceeds from the Company's ABL Facility (defined below), were used to finance the acquisition of the commercial bus business of Thor Industries, Inc. in fiscal year 2013 and to repay all outstanding debt existing at the time of the Offering.

The Notes were to mature on November 1, 2019. Interest accrued on the Notes at the rate of 8.5% per annum, payable semi-annually in arrears on May 1 and November 1 each year.

The Notes were guaranteed by all direct and indirect wholly owned domestic subsidiaries of the Company that guarantee debt under the Company's previous ABL Facility described below. The Notes were secured by a first priority lien on substantially all of the guarantors' assets other than accounts receivable and inventory, and related assets, pledged under the Company's previous ABL Facility. The Notes were also secured by a second priority lien on substantially all of the collateral under the Company's previous ABL Facility. The Notes were effectively subordinated to debt incurred under the Company's previous ABL Facility, or other permitted debt facilities and obligations, as defined, to the extent of the value of the assets securing the Company's previous ABL Facility.

On October 17, 2016, the Company completed an open market purchase of $20.0 million of its outstanding Notes, which were subsequently cancelled. The Company paid a premium of $0.4 million and accrued interest of $0.8 million as of the date of the purchase.

On or a fter Novem ber 1, of the years below, the Company was allowed to redeem all or a part of the Notes at the redemption prices set forth below plus accrued and unpaid interest on the Notes red eemed, to the applicable redemption date:

104.250% (Year 2016)
102.125% (Year 2017)
100.000% (Year 2018 and thereafter)

The Notes were issued with an applicable original issue discount ("OID") of $1.2 million. The Company also incurred $9.0 million in associated debt issuance costs.

On January 17, 2017, the Company issued a Notice of Conditional Redemption, subject to the completion of the Company's IPO, to redeem all the outstanding Notes at a redemption price of 104.250% plus accrued and unpaid interest. On February 16, 2017, the Company redeemed all Notes, which were outstanding as of that date, and retired the debt. As a result of this redemption, the Company recorded a $11.7 million loss associated with the early extinguishment of debt, which consisted of a prepayment premium of $7.7 million, $3.1 million of unamortized debt issuance costs and $0.4 million of original issue discount.

Term Loan

Effective April 25, 2017, the Company entered into a $75.0 million term loan agreement ("Term Loan" and "Term Loan Agreement"), as Borrower with certain subsidiaries of the Company, as Guarantor Subsidiaries. The Company incurred $2.0 million of debt issuance costs related to the Term Loan.

The Term Loan Agreement allows for incremental facilities in an aggregate amount of up to $125.0 million. Any such incremental facilities are subject to receiving additional commitments from lenders and certain other customary conditions. The Term Loan agreement requires annual payments of $0.8 million per year, with remaining principle payable at maturity, which is April 25, 2022.

Applicable interest rate margins for the Term Loan are initially 2.50% for base rate loans and 3.50% for Eurodollar rate loans (with the Eurodollar rate having a floor of 1.00%). Interest is payable quarterly for all base rate loans, and is payable monthly or quarterly for all Eurodollar rate loans.

The Company may voluntarily prepay principal, in whole or in part, at any time, without penalty. Beginning in fiscal 2018, the Company is obligated to prepay certain minimum amounts based on the Company's excess cash flow, as defined in the Term Loan Agreement. The Term Loan is also subject to mandatory prepayment if the Company or any of its restricted subsidiaries receives proceeds from certain events, including certain asset sales and casualty events, and the issuance of certain debt and equity interests.

The Term Loan Agreement contains customary representations and warranties, affirmative and negative covenants, in each case, subject to customary limitations, exceptions and exclusions. The Term Loan Agreement also contains certain customary events of default. The Term Loan Agreement requires the Company to maintain a specified secured leverage ratio as follows:

Through July 31, 2018	4.00 to 1.00
Through July 31, 2019	3.75 to 1.00
Through July 31, 2020	3.50 to 1.00
Through July 31, 2021	3.25 to 1.00
Through April 25, 2022	3.00 to 1.00

The Company was in compliance with all financial covenants under the Term Loan as of April 29, 2017.

April 2017 ABL Facility

Effective April 25, 2017, the Company entered into a $350.0 million revolving credit and guaranty agreement (the "April 2017 ABL Facility") with a syndicate of lenders. The April 2017 ABL Facility consists of: (i) Revolving Loans, (ii) Swing Line Loans, and (iii) Letters of Credit, aggregating up to a combined maximum of $350.0 million. The total amount borrowed under the April 2017 ABL Facility is subject to a $30.0 million sublimit for swing line loans and a $35.0 million sublimit for letters of credit, along with certain borrowing base and other customary restrictions as defined in the ABL Agreement. The Company incurred $4.7 million of debt issuance costs related to the April 2017 ABL Facility.

The April 2017 ABL Facility allows for incremental facilities in an aggregate amount of up to $100.0 million, plus the excess, if any, of the borrowing base then in effect over total commitments then in effect. Any such incremental facilities are subject to receiving additional commitments from lenders and certain other customary conditions. The April 20 17 ABL Facility matures on April 25, 2022.

All revolving loans under the April 2017 ABL Facility bear interest at rates equal to, at the Company's option, either a base rate plus an applicable margin, or a Eurodollar rate plus an applicable margin. Applicable interest rate margins are initially 0.75% for all base rate loans and 1.75% for all Eurodollar rate loans (with the Eurodollar rate having a floor of 0%), subject to adjustment based on utilization in accordance with the ABL Agreement. Interest is payable quarterly for all base rate loans, and is payable monthly or quarterly for all Eurodollar rate loans.

The lenders under the April 2017 ABL Facility have a first priority security interest in substantially all accounts receivable and inventory of the Company, and a second priority security interest in substantially all other assets of the Company.

The Company may prepay principal, in whole or in part, at any time without penalty.

The April 2017 ABL Facility contains customary representations and warranties, affirmative and negative covenants, subject in certain cases to customary limitations, exceptions and exclusions. The April 2017 ABL Facility also contains certain customary events of default. The occurrence of an event of default under the April 2017 ABL Facility could result in the termination of the commitments under the April 2017 ABL Facility and the acceleration of all outstanding borrowings under it. The April 2017 ABL Facility contains a financial covenant restricting the Company from allowing its fixed charge coverage ratio to drop below 1.00 to 1.00 during a compliance period, which is triggered when the availability under the April 2017 ABL Facility falls below a threshold set forth in the credit agreement.

The Company was in compliance with all financial covenants under the April 2017 ABL Facility as of April 29, 2017.

October 2013 ABL Facility

Effective October 21, 2013, the Company entered into a $150.0 million senior secured revolving credit and guaranty agreement (the Asset Based Lending "ABL" or the "ABL Facility") with a syndicate of lenders. The ABL Facility consists of: (i) Revolving Loans, (ii) Swing Line Loans, and (iii) Letters of Credit, aggregating up to a combined maximum of $150.0 million. The total amount borrowed was subject to a $15.0 million sublimit for Swing Line Loans, and a $25.0 million sublimit for Letters of Credit, along with certain borrowing base and other customary restrictions as defined in the agreement. The Company incurred $3.5 million of debt issuance costs related to the ABL Facility.

On April 22, 2016, the Company exercised its $50.0 million Incremental Commitment option under the ABL Facility in conjunction with the KME Acquisition, which increased the borrowing capacity under the ABL Facility to $200.0 million at that time. All other terms and conditions remain unchanged.

On August 19, 2016, the Company amended the ABL Facility to add an Incremental Commitment option of $100.0 million (the "August 2016 Amendment"), and on that date exercised the Incremental Commitment option. The August 2016 Amendment increased the borrowing capacity under the ABL Facility to $300.0 million. All other terms and conditions remained unchanged.

On April 25, 2017, the Company repaid all outstanding loans and obligations under the ABL Facility in full, and the ABL Facility was terminated. In connection with the termination of the ABL Facility, the Company recorded a $0.7 million loss on early extinguishment of debt, which consisted entirely of the write-off of unamortized debt issuance costs.

All outstanding principal on the ABL Facility was due and payable on the maturity date of October 21, 2018, unless as otherwise amended per the terms of the agreement. Principal could be repaid at any time during the term of the ABL Facility without penalty. The lenders held a first priority security interest in essentially all accounts receivable and inventory of the Company, and a second priority security interest in all other assets of the Company. All obligations under the ABL Facility were effectively subordinate to other debt to the extent of the value of collateral other than accounts receivable and inventory.

All Revolving Loans under the ABL Facility bore interest at rates equal to, at the Company's option, either a Base Rate plus an Applicable Margin, or a Eurodollar Rate plus an Applicable Margin. All Swing Line Loans under the ABL Facility bore interest at a rate equal to a Base Rate plus an Applicable Margin. Applicable Margins were initially set at 0.75% for Base Rate loans and Swing Line Loans, and 1.75% for Eurodollar loans, and were subject to subsequent adjustment as defined in the agreement. Interest was payable quarterly for all loans in which a Base Rate is applied, and was payable either monthly, quarterly, or semi-annually for all loans in which a Eurodollar Rate was applied.

Note 8. Warranties

The Company's products generally carry explicit warranties that extend from several months to several years, based on terms that are generally accepted in the marketplace. Selected components (such as engines, transmissions, tires, etc.) included in the Company's end products may include warranties from original equipment manufacturers ("OEM"). These OEM warranties are passed on to the end customer of the Company's products, and the customer deals directly with the applicable OEM for any issues encountered on those components.

Changes in the Company's warranty liability consisted of the following (in thousands):

	Six Months Ended	
	April 29, 2017	April 30, 2016
Balance at beginning of period	$ 38,808	$ 28,453
Warranty provisions	13,743	11,867
Settlements made	(17,554)	(15,060)
Warranties for current year acquisitions	3,323	12,887
Changes in liability of pre-existing warranties	(34)	819
Balance at end of period	$ 38,286	$ 38,966

Accrued warranty is classified in the Company's consolidated balance sheets as follows (in thousands):

	April 29, 2017	October 29, 2016
Current liabilities	$ 21,881	$ 22,693
Other long-term liabilities	16,405	16,115
Total warranty liability	$ 38,286	$ 38,808

Provisions for estimated warranty and other related costs are recorded at the time of sale and are periodically adjusted to reflect actual experience. Certain warranty and other related claims involve matters of dispute that ultimately are resolved by negotiation, arbitration or litigation. At times, warranty issues arise that are beyond the scope of the Company's historical experience. The potential liability for these issues is evaluated on a case by case basis.

Note 9. Employee Benefit Plan

The Company has a defined contribution 401(k) plan covering substantially all employees. The plan allows employees to defer up to 100% of their employment income (subject to annual contribution limits imposed by the I.R.S.) after all taxes and applicable benefit deductions. Each employee who elects to participate is eligible to receive Company matching contributions that are based on employee contributions to the plans, subject to certain limitations. Amounts expensed for the Company's matching and discretionary contributions were $1.7 million and $1.5 million for the three months ended April 29, 2017 and April 30, 2016, respectively, and $3.3 million and $3.1 million for the six months ended April 29, 2017 and April 30, 2016, respectively.

Note 10. Derivative Financial Instruments and Hedging Activities

Cash Flow Hedges: The Company is exposed to certain risks relating to its ongoing business operations. The primary risk related to cash flows, partially managed by using derivative instruments, is foreign currency exchange rate risk. Forward contracts on various foreign currencies are entered into to manage the foreign currency exchange rate risk on the collection of receivables denominated in foreign currencies. These derivatives typically require the exchange of a foreign currency for U.S. dollars at a fixed rate at a future date.

To protect against the reduction in value of forecasted foreign currency cash flows resulting from export sales, the Company has instituted a foreign currency cash flow hedging program. The Company hedges portions of its receivables denominated in foreign currencies with forward contracts. When the U.S. dollar weakens against foreign currencies, decreased foreign currency payments are offset by gains in the value of the forward contracts. Conversely, when the U.S. dollar strengthens against foreign currencies, increased foreign currency payments are offset by losses in the value of the forward contracts.

For derivative instruments that are designated and qualify as a cash flow hedge, the effective portion of the gain or loss on the derivative instrument is reported as a component of accumulated other comprehensive income (loss) and reclassified into earnings in the same line item associated with the forecasted transaction and in the same period or periods during which the hedged transaction

affects earnings. The Company generally hedges its exposure to the variability in future cash flows for a maximum of 12 to 18 months.

The ineffective portion of cash flow hedges, which is the remaining gain or loss on the derivative instrument in excess of the cumulative change in the present value of future cash flows of the hedged item, if any, or hedge components excluded from the assessment of effectiveness, is recognized in earnings immediately during the current period as a component of selling, general and administrative expenses in the Company's consolidated statements of operations.

A net amount of $0.2 million recorded as income in accumulated other comprehensive income is expected to be reclassified to earnings within the next 12 months. The Company had forward foreign exchange contracts with a gross notional value of $10.0 million and $5.2 million as of April 29, 2017 and October 29, 2016, respectively, designated as cash flow hedges.

Note 11. Shareholders' Equity

Prior to the IPO, the Company's certificate of incorporation allowed for the issuance of up to 46,000,000 Class A common shares and for the issuance of up to 43,200,000 Class B common shares. Concurrent with the closing of the Company's IPO, the Company amended its certificate of incorporation to provide for the automatic reclassification of its Class A common stock and Class B common stock into a single class of common stock, of which 605,000,000 shares are designated as common stock, and 95,000,000 shares are designated as preferred stock and to effect an 80-for-one stock split.

Shareholder Rights: Prior to the Company's IPO completed on February 1, 2017, all current shareholders of the Company were a party to the Amended Shareholders Agreement (the "Shareholders Agreement") which governed the shareholders' voting rights, right to transfer securities, rights in the event of a sale of the Company or other liquidity event and other special approval rights. Under the terms of the Shareholders Agreement, the Company was required (at the shareholder's option) or had the option to purchase the shareholder's common stock upon termination, disability, death or retirement if the shareholder was an employee. If an employee shareholder was terminated for cause or the employee shareholder departed for any reason other than death, disability or retirement, the purchase price of the common stock was the lesser of termination book value or cost. In the case of termination for any other reason and in the case of death, disability or retirement, the purchase price was a price per share equal to the fair market value as determined by the Company's board of directors. In connection with the IPO, the Company entered into an amended and restated shareholders agreement with certain shareholders. The amended and restated shareholders agreement became effective upon completion of the IPO and replaced the Shareholders Agreement that was in effect immediately prior to the IPO.

Note 12. Earnings Per Share

Basic earnings per common share ("EPS") is computed by dividing net income by the weighted average number of common shares outstanding including contingently redeemable common stock. Diluted EPS is computed by dividing net income by the weighted-average number of common shares outstanding assuming dilution. The difference between basic EPS and diluted EPS is the result of the dilutive effect of outstanding stock options and restricted stock units. The table below reconciles basic weighted-average common shares outstanding to diluted weighted-average shares outstanding for the three and six months ended April 29, 2017 and April 30, 2016:

	Three Months Ended		Six Months Ended	
	April 29, 2017	April 30, 2016	April 29, 2017	April 30, 2016
Basic weighted-average common shares outstanding	63,722,795	51,345,112	57,541,476	51,925,657
Dilutive stock options	1,773,609	230,254	—	198,001
Dilutive restricted stock units	4,926	—	—	—
Diluted weighted-average common shares outstanding	65,501,330	51,575,366	57,541,476	52,123,658

The table below represents exclusions from the calculation of weighted-average shares outstanding assuming dilution due to the anti-dilutive effect of the common stock equivalents for the three and six months ended April 29, 2017 and April 30, 2016:

	Three Months Ended		Six Months Ended	
	April 29, 2017	April 30, 2016	April 29, 2017	April 30, 2016
Anti-Dilutive Stock Options	—	2,068,000	3,633,314	2,560,000
Anti-Dilutive Restricted Stock Units	—	—	48,364	—
Anti-Dilutive Common Stock Equivalents	—	2,068,000	3,681,678	2,560,000

Note 13. Contingently Redeemable Common Stock

Prior to the Company's IPO, shares of common stock held by employees were eligible to be put to the Company in accordance with the Shareholders Agreement if certain criteria (as defined in the Shareholders Agreement) were met and the former employee or his or her beneficiaries exercised the option to put the shares to the Company in accordance with the Shareholders Agreement. As these provisions were not certain of being met, the shares of common stock held by employees were considered contingently redeemable common stock and recorded as temporary equity on the Company's consolidated balance sheet until the shares of common stock were either re-purchased by the Company or the put option expired. The put option expired 90 or 180 days after termination of employment, depending on the nature of the termination or upon the sale of the Company or an initial public offering of the Company's common stock. The value of these shares of common stock was presented at fair value on the Company's consolidated balance sheet. Prior to the Company's IPO, the fair value of the Company's common stock was calculated by estimating the Company's enterprise value by applying an earnings multiple to the Company's Adjusted EBITDA over the previous 12 months, and deducting outstanding net debt.

When a put option was exercised or expired, the shares were re-measured at fair value on that date and reclassified from temporary equity to shareholders' equity. Changes in the fair value of the contingently redeemable shares of common stock were recorded in retained earnings.

In connection with the IPO, the put option of employee-owned shares of common stock was eliminated, resulting in the reclassification of $35.4 million to additional paid-in capital and 1,607,760 shares to common shares outstanding.

Note 14. Stock Compensation

In April 2010, the Company's board of directors approved the Allied Specialty Vehicles, Inc. 2010 Long-Term Incentive Plan (the "2010 Plan"). Under the 2010 Plan, key employees, including employees who may also be directors or officers of the Company, outside directors, key consultants and key contractors of the Company may be granted incentive stock options, nonqualified stock options, and other share-based awards. The 2010 Plan provides for the granting of options to purchase shares of the Company's common stock at not less than the fair market value of such shares on the date of grant. Stock options terminate not more than ten years from the date of grant. The 2010 Plan allows acceleration of options upon certain events. The Company recognizes compensation expense for stock options, nonvested stock and performance share awards over the requisite service period for vesting of the award, or to an employee's eligible retirement date, if earlier and applicable. An aggregate of 8,000,000 shares were reserved for future awards under the 2010 Plan. At April 29, 2017, the Company had 4,449,176 remaining shares available for issuance under the 2010 Plan. With the approval of the 2016 Plan (defined below), the Company will no longer issue share-based awards under the 2010 Plan.

In January 2017, the Company's board of directors approved the REV Group, Inc. 2016 Omnibus Incentive Plan (the "2016 Plan"). Under the 2016 Plan, key employees, including employees who may also be directors or officers of the Company, outside directors, key consultants and key contractors of the Company may be granted incentive stock options, nonqualified stock options, and other share-based awards. The 2016 Plan provides for the granting of options to purchase shares of the Company's common stock at not less than the fair market value of such shares on the date of grant. Stock options terminate not more than ten years from the date of grant. The 2016 Plan allows acceleration of share awards upon certain events. The Company recognizes compensation expense for stock options, nonvested stock and performance share awards over the requisite service period for vesting of the award, or to an employee's eligible retirement date, if earlier and applicable. An aggregate of 8,000,000 shares were reserved for future awards under the 2016 Plan. At April 29, 2017, the Company had 7,951,636 remaining shares available for issuance under the 2016 Plan.

During the three and six months ended April 29, 2017, the Company recorded stock-based compensation expense of $0.3 million and $25.8 million, respectively, compared to $5.6 million and $11.2 million for the three and six months ended April 30, 2016, respectively, as selling, general and administrative expenses in the Company's Consolidated Statements of Comprehensive Income.

Stock Option Awards: Stock options granted have a term of up to 10 years from the grant date. The vesting of these options are either immediate, upon a triggering event or over a period of time. Exercisability of the triggering event options is contingent upon the occurrence of a change in control of the Company, or in certain of the option grants, an initial public offering. The Company estimates the fair value of all stock option awards on the grant date by applying the Black-Scholes option-pricing valuation model. The application of this valuation model involves assumptions that are highly subjective, judgmental and sensitive in the determination of stock compensation cost. As a result of the Company's IPO in January 2017, 1.2 million of equity stock options immediately vested. The Company recorded stock compensation expense of $4.4 million resulting from the vesting of these stock options. As of April 29, 2017, the Company could potentially recognize $0.5 million of stock compensation expense if certain performance targets were met or were expected by management to be achieved. As of April 29, 2017, the Company had $2.7 million of unrecognized stock compensation expense related to time based vesting stock options.

During the three and six months ended April 29, 2017 , the Company recorded stock compensation expense of zer o and $ 3.3 million , respectively, to redeem p erformance based stock options. During the three and six months ended April 30, 2016, the Company recorded stock compensation expense of $4.8 million and $9.9 million, respectively, to redeem performance based s tock options . The amount paid per share to redeem these stock options was equal to the fair value of the Company's common stock on the date of redemption less the stock option exercise price.

As of April 29, 2017 and October 29, 2016, there were zero and 1,664,000 stock options outstanding, respectively, which were considered liability share awards as the underlying shares were eligible to be sold back to the Company as a result of put rights in the Shareholders Agreement, within a period of time which would not subject the shareholder to the risks and rewards of share ownership for a reasonable period of time. The fair value of the liability share awards was $0 and $9.1 million at April 29, 2017 and October 29, 2016, respectively. Concurrent with the Company's IPO, the Company's Shareholders Agreement was terminated, and as such the put rights from that agreement were no longer available to the Company's shareholders. As such, the fair value of vested outstanding liability share awards were reclassified to additional paid-in capital during the first quarter of 2017. In addition, upon completion of the Company's IPO, 1,528,000 of outstanding liability option awards were vested. The vested portion of these outstanding options was re-measured at fair value based upon the $22.00 per share price of the Company's IPO. The accelerated vesting of the liability awards and remeasurement of the liability to the $22.00 per share resulted in additional stock compensation expense of $16.2 million. The fair value of the liability share awards was $26.5 million on the date of the Company's IPO.

Restricted Stock Units Awards: The Company has granted restricted stock units to certain employees and non-employee directors. During the second quarter of fiscal 2017, the Company granted 48,364 restricted stock units that will convert to common stock upon vesting. All restricted stock units granted during the second quarter of fiscal 2017 will vest based on the passage of time. The Company granted 43,575 units that will vest over four years for employees and 4,789 that will vest over one year for certain employees and non-employee directors. The fair value of these awards was determined based on the stock price as of the date of the grant.

The unvested restricted stock units granted under the 2016 Plan have the right to accrue dividends, but not the right to vote. Dividends are paid in accordance with vesting of the associated restricted stock units. All of the unvested restricted stock units granted under the 2016 Plan vest upon the termination of participants in certain situations and following certain changes of control of the Company.

The change in the number of restricted stock units outstanding consisted of the following:

	Restricted Stock Units Outstanding	Weighted-average grant date fair value per unit
Outstanding, October 29, 2016	—	—
Granted	48,364	$ 25.06
Vested	—	—
Cancelled/Expired	—	—
Outstanding, April 29, 2017	48,364	$ 25.06

Note 15. Restructuring Charges

In the first quarter of fiscal year 2016, the Company restructured some of its management functions in the Fire & Emergency segment and initiated the relocation of its Corporate office from Orlando, Florida to Milwaukee, Wisconsin. The Company recognized $2.8 million of costs associated with this re-organization and office relocation, which included severance, lease termination and other associated expenses. At April 29, 2017, all of the restructuring costs were paid.

In the fourth quarter of fiscal year 2016, the Company implemented a strategic plan to relocate production of Goshen buses to its Salina, KS and Imlay City, MI facilities. Accordingly, $1.2 million of the costs associated with the relocation, including but not limited to personnel costs, severance and bonuses were recorded during the six months ended April 29, 2017, and $0.7 million of such costs were recognized in fiscal year 2016. At April 29, 2017, all of the restructuring costs were paid.

A summary of the changes in the Company's restructuring liability is as follows (in thousands) :

	2016 – Companywide	Goshen Bus	Total
Balance at October 29, 2016	$ 567	$ 314	$ 881
Expenses Incurred	—	1,199	1,199
Amounts Paid	(567)	(1,513)	(2,080)
Balance at April 29, 2017	$ —	$ —	$ —

Note 16. Income Taxes

For interim financial reporting, the Company estimates its annual effective tax rate based on the projected income for its entire fiscal year and records a provision (benefit) for income taxes on a quarterly basis based on the estimated annual effective income tax rate, adjusted for any discrete tax items.

The Company's effective income tax rate was 36.5% and 38.3% for the six months ended April 29, 2017 and April 30, 2016, respectively. The decrease in the Company's effective income tax rate for the six months ended April 29, 2017 relative to the prior year relates primarily to a prior year discrete adjustment related to tax return filings. The effective income tax rate for the six months ended April 29, 2017 as compared to the U.S. statutory income tax rate was favorably impacted by income tax incentives for U.S. manufacturing and research activities and negatively impacted by nondeductible business acquisition costs.

The Company periodically evaluates its valuation allowance requirements in light of changing facts and circumstances, and may adjust its deferred tax asset valuation allowances accordingly. It is reasonably possible that the Company will either add to, or reverse a portion of its existing deferred tax asset valuation allowances in the future. Such changes in the deferred tax asset valuation allowances will be reflected in the current operations through the Company's effective income tax rate. During the three or six months ended April 29, 2017, there were no changes to the Company's valuation allowances.

The Company's liability for unrecognized tax benefits, including interest and penalties, was $3.1 million as of April 29, 2017 and $2.9 million as of October 29, 2016, and is included in other long-term liabilities in the Company's consolidated balance sheets. During the next twelve months, it is reasonably possible that $1.1 million of the unrecognized tax benefits, if recognized, would affect the annual effective tax rate. The Company recognizes accrued interest and penalties related to unrecognized tax benefits in the provision (benefit) for income taxes in its consolidated statement of operations.

The Company regularly assesses the likelihood of an adverse outcome resulting from examinations to determine the adequacy of its tax reserves. As of April 29, 2017, the Company believes that it is more likely than not that the tax positions it has taken will be sustained upon the resolution of its audits resulting in no material impact on its consolidated financial position and the results of operations and cash flows. However, the final determination with respect to any tax audits, and any related litigation, could be materially different from the Company's estimates and/or from its historical income tax provisions and income tax liabilities and could have a material effect on operating results and/or cash flows in the periods for which that determination is made. In addition, future period earnings may be adversely impacted by litigation costs, settlements, penalties, and/or interest assessments related to income tax examinations.

Note 17. Commitments and Contingencies

Market Risks : The Company is contingently liable under bid, performance and specialty bonds and has open standby letters of credit issued by the Company's banks in favor of third parties as follows (in thousands):

	April 29, 2017	October 29, 2016
Performance, bid and specialty bonds	$ 157,343	$ 156,972
Open standby letters of credit	4,918	6,151
Total	$ 162,261	$ 163,123

Chassis Contingent Liabilities : The Company obtains certain vehicle chassis from automobile manufacturers under converter pool agreements. These agreements generally provide that the manufacturer will supply chassis at the Company's various production facilities under the terms and conditions set forth in the agreement. The manufacturer does not transfer the certificate of origin to the Company and, accordingly, the chassis are treated as consigned inventory of the automobile manufacturer. Upon being put into production, the Company becomes obligated to pay the manufacturer for the chassis. Chassis are typically converted and delivered to

customers within 90 to 120 days of receipt. If the chassis are not converted within this timeframe of delivery, the Company generally purchases the cha ssis and records the inventory or the Company is obligated to begin paying an interest charge on this inventory until purchased. The Company's contingent liability under such agreements for future chassis inventory purchases was $ 68 .4 million and $77 .6 mil lion at April 29 , 2017 and October 29, 2016, respectively.

Repurchase Commitments : The Company has entered into repurchase agreements with certain lending institutions. The repurchase commitments are on an individual unit basis with a term from the date it is financed by the lending institution through payment date by the dealer or other customer, generally not exceeding two years. The Company's outstanding obligations under such agreements were $228.8 million and $213.7 million as of April 29, 2017 and October 29, 2016, respectively. This value represents the gross value of all vehicles under repurchase agreements and does not take into consideration proceeds that would be received upon resale of repossessed vehicles, which would be used to reduce the Company's ultimate net liability. Such agreements are customary in the industries in which the Company operates and the Company's exposure to loss under such agreements is limited by the potential loss on the resale value of the inventory which is required to be repurchased. Losses incurred under such arrangements have not been significant and the Company expects this pattern to continue into the future. The reserve for losses included in other liabilities on contracts outstanding at April 29, 2017 and October 29, 2016 is immaterial.

Guarantee Arrangements : The Company is party to multiple agreements whereby it guarantees indebtedness of others, including losses under loss pool agreements. The Company estimated that its maximum loss exposure under these contracts was $0.6 million at April 29, 2017 and October 29, 2016. Under the terms of these and various related agreements and upon the occurrence of certain events, the Company generally has the ability to, among other things, take possession of the underlying collateral. If the financial condition of the customers and/or dealers were to deteriorate and result in their inability to make payments, then additional accruals may be required. While the Company does not expect to experience losses under these agreements that are materially in excess of the amounts reserved, it cannot provide any assurance that the financial condition of the third parties will not deteriorate resulting in the third party's inability to meet their obligations.

In the event that this occurs, the Company cannot guarantee that the collateral underlying the agreements will be sufficient to avoid losses materially in excess of the amounts reserved. Any losses under these guarantees would generally be mitigated by the value of any underlying collateral, including financed equipment, and are generally subject to the finance company's ability to provide the Company clear title to foreclosed equipment and other conditions. During periods of economic weakness, collateral values generally decline and can contribute to higher exposure to losses.

Other Matters : The Company is subject to certain legal proceedings that arise in the ordinary course of business. Although the final results of all such matters and claims cannot be predicted with certainty, management believes that the ultimate resolution of all such matters and claims will not have a material adverse effect on the Company's financial condition, results of operations or cash flows. Actual results could vary, among other things, due to the uncertainties involved in litigation.

Note 18. Related Party Transactions

During the three months ended April 29, 2017 and April 30, 2016, the Company was charged expenses from its primary equity holder in the amount of $0.2 million and $0.1 million, respectively. During the six months ended April 29, 2017, and April 30, 2016, the Company was charged expenses in the amount of $0.3 million and $0.1 million, respectively. These expenses are included in selling, general and administrative expenses in the Company's consolidated statements of operations.

Certain production facilities and offices for two of the Company's subsidiaries are leased from related parties owned by certain members of management. Rent expense under these arrangements totaled $0.2 million and $0.1 million for the three months ended April 29, 2017, and April 30, 2016, respectively. Rent expense under these arrangements totaled $0.3 million and $0.3 million for the six months ended April 29, 2017 and April 30, 2016, respectively.

The Company engages with an information technology, software and consulting company (the "IT Consulting Company") in which the Company's CEO has a material equity interest. The IT Consulting Company provides software development and installation to the Company. The Company made payments of $1.3 million and $0.7 million during the three months ended April 29, 2017, and April 30, 2016, respectively, and $2.7 million and $1.3 million during the six months ended April 29, 2017 and April 30, 2016, respectively, to the IT Consulting Company. The amounts paid to the IT Consulting Company include payments which are made to another unrelated consulting company. Excluding the payments to this unrelated consulting company, the payments made to the IT Consulting Company were $0.5 million and $0.5 million during the three months ended April 29, 2017, and April 30, 2016, respectively, and $1.1 million and $0.6 million during the six months ended April 29, 2017 and April 30, 2016, respectively. The Company's CEO has recused himself from receiving any direct economic benefit from the payments made to the IT Consulting Company for the services rendered to the Company.

Note 19. Business Segment Information

The Company is organized into three reportable segments based on management's process for making operating decisions, allocating capital and measuring performance, and based on the similarity of products, customers served, common use of facilities, and economic characteristics. The Company's segments are as follows:

Fire & Emergency : This segment includes KME, E-One, Inc., Ferrara, American Emergency Vehicles, Inc., Leader Emergency Vehicles, Inc., Horton Enterprises, Inc. and Wheeled Coach, Inc. These business units manufacture and market commercial and custom fire and emergency vehicles primarily for fire departments, airports, other governmental units, contractors, hospitals and other care providers in the United States and other countries.

Commercial : This segment includes Collins Bus, Champion Bus, Inc., Goshen Coach, Inc., ENC, ElDorado National (Kansas), Inc., Eldorado Mobility, Capacity and Lay-Mor. Collins Bus manufactures, markets and distributes school buses, normally referred to as Type A school buses, as well as shuttle buses used for churches, transit authorities, hotels and resorts, retirement centers and other similar uses. Champion Bus, Inc., Goshen Coach, Inc., ENC, ElDorado National (Kansas), Inc. and Eldorado Mobility, Inc. manufacture, market and distribute shuttle buses and mobility vans for transit, airport car rental and hotel/motel shuttles, tour and charter operations and other uses under well-established brand names such as Krystal and Federal Coach. Capacity manufactures, markets and distributes trucks used in terminal type operations, i.e., rail yards, warehouses, rail terminals and shipping terminals/ports. Lay-Mor manufactures, markets and distributes industrial sweepers for both the commercial and rental markets.

Recreation : This segment includes REV Recreation Group, Inc. ("RRG"), Goldshield Fiberglass, Inc. ("Goldshield"), Renegade and Midwest, and their respective manufacturing facilities, service and parts divisions. RRG primarily manufactures, markets and distributes Class A and Class C mobile RVs in both gas and diesel models. Renegade primarily manufacturers Class C and Super C RVs and heavy-duty special application trailers. Goldshield manufactures, markets and distributes fiberglass reinforced molded parts to a diverse cross section of OEM and other commercial and industrial customers, including various components for RRG, which is one of Goldshield's primary customers. Midwest manufactures Class B RVs and luxury vans.

In considering the financial performance of the business, the chief operating decision maker analyzes the primary financial performance measure of Adjusted EBITDA. Adjusted EBITDA is defined as net income for the relevant period before depreciation and amortization, interest expense and provision (benefit) for income taxes, as adjusted for transaction expenses, sponsor expenses, restructuring costs, and stock based compensation, which the Company believes are not indicative of the Company's ongoing operating performance. Adjusted EBITDA is not a measure defined by U.S. GAAP, but is computed using amounts that are determined in accordance with U.S. GAAP. A reconciliation of this performance measure to loss before benefit for income taxes is included below.

The Company believes that Adjusted EBITDA is useful to investors and used by management for measuring profitability because the measure excludes the impact of certain items which management believes has less bearing on the Company's core operating performance. The Company believes that utilizing Adjusted EBITDA allows for a more meaningful comparison of operating fundamentals between companies within the Company's industry by eliminating the impact of capital structure and taxation differences between the companies.

The Company also adjusts for exceptional items which are determined to be those that in management's judgment need to be disclosed by virtue of their size, nature or incidence, which include non-cash items and items settled in cash. In determining whether an event or transaction is exceptional, management considers quantitative as well as qualitative factors such as the frequency or predictability of occurrence. This is consistent with the way that financial performance is measured by management and reported to our Board of Directors, assists in providing a meaningful analysis of the Company's operating performance and used as a measurement in incentive compensation for management.

For purposes of measuring performance of its business segments, the Company does not allocate to individual business segments costs or items that are of a corporate nature. The caption "corporate and other" includes corporate office expenses, results of insignificant operations, intersegment eliminations and income and expense not allocated to reportable segments.

Identifiable assets of the business segments exclude general corporate assets, which principally consist of cash and cash equivalents, certain property, plant and equipment and certain other assets pertaining to corporate and other centralized activities.

Intersegment sales generally include amounts invoiced by a segment for work performed for another segment. Amounts are based on actual work performed and agreed-upon pricing which is intended to be reflective of the contribution made by the supplying business segment. All intersegment transactions have been eliminated in consolidation.

Selected financial information of the Company's segments for the three months ended April 29, 2017 and Apr il 30, 2016, is as follows (in thousands):

	Three Months Ended April 29, 2017				
	Fire & Emergency	Commercial	Recreation	Corporate and Other	Consolidated
Sales:					
Net Sales—External Customers	$ 219,002	$ 159,524	$ 166,337	$ 453	$ 545,316
Net Sales—Intersegment	$ —	$ 2,980	$ 4,318	$ (7,298)	$ —
Depreciation and amortization	$ 2,819	$ 1,748	$ 2,599	$ 687	$ 7,853
Capital expenditures	$ 3,570	$ 1,269	$ 428	$ 13,274	$ 18,541
Identifiable assets	$ 574,220	$ 265,619	$ 247,830	$ 87,762	$ 1,175,431
Adjusted EBITDA	$ 24,399	$ 14,663	$ 7,292	$ (8,793)	

	Three Months Ended April 30, 2016				
	Fire & Emergency	Commercial	Recreation	Corporate and Other	Consolidated
Sales:					
Net Sales—External Customers	$ 177,469	$ 176,363	$ 126,397	$ —	$ 480,229
Net Sales—Intersegment	$ —	$ —	$ 2,810	$ (2,810)	$ —
Depreciation and amortization	$ 1,980	$ 1,956	$ 931	$ 520	$ 5,387
Capital expenditures	$ 2,415	$ 259	$ 4,275	$ 4,245	$ 11,194
Identifiable assets	$ 453,570	$ 253,315	$ 165,583	$ 25,246	$ 897,714
Adjusted EBITDA	$ 21,451	$ 14,999	$ 2,810	$ (6,913)	

Selected financial information of the Company's segments for the six months ended April 29, 2017 and April 30, 2016, is as follows (in thousands):

	Six Months Ended April 29, 2017				
	Fire & Emergency	Commercial	Recreation	Corporate and Other	Consolidated
Sales:					
Net Sales—External Customers	$ 404,373	$ 289,745	$ 293,043	$ 1,092	$ 988,253
Net Sales—Intersegment	$ —	$ 2,980	$ 6,482	$ (9,462)	$ —
Depreciation and amortization	$ 5,628	$ 3,678	$ 4,756	$ 1,212	$ 15,274
Capital expenditures	$ 7,569	$ 2,068	$ 2,160	$ 25,368	$ 37,165
Identifiable assets	$ 574,220	$ 265,619	$ 247,830	$ 87,762	$ 1,175,431
Adjusted EBITDA	$ 41,112	$ 22,837	$ 10,065	$ (15,342)	

	Six Months Ended April 30, 2016				
	Fire & Emergency	Commercial	Recreation	Corporate and Other	Consolidated
Sales:					
Net Sales—External Customers	$ 305,825	$ 316,814	$ 230,370	$ —	$ 853,009
Net Sales—Intersegment	$ —	$ —	$ 5,372	$ (5,372)	$ —
Depreciation and amortization	$ 3,879	$ 4,080	$ 1,679	$ 621	$ 10,259
Capital expenditures	$ 3,909	$ 745	$ 12,597	$ 5,750	$ 23,001
Identifiable assets	$ 453,570	$ 253,315	$ 165,583	$ 25,246	$ 897,714
Adjusted EBITDA	$ 36,783	$ 20,177	$ 1,012	$ (10,594)	

Provided below is a reconciliation of segment Adjusted EBITDA to net income (loss) before provision (benefit) for income taxes (in t housands):

	Three Months Ended		Six Months Ended	
	April 29, 2017	April 30, 2016	April 29, 2017	April 30, 2016
Fire & Emergency Adjusted EBITDA	$ 24,399	$ 21,451	$ 41,112	$ 36,783
Commercial Adjusted EBITDA	14,663	14,999	22,837	20,177
Recreation Adjusted EBITDA	7,292	2,810	10,065	1,012
Corporate and Other Adjusted EBITDA	(8,793)	(6,913)	(15,342)	(10,594)
Depreciation and amortization	(7,853)	(5,387)	(15,274)	(10,259)
Interest expense	(3,416)	(6,776)	(10,893)	(13,463)
Transaction expenses	(1,861)	(1,385)	(2,239)	(1,385)
Sponsor expenses	(207)	(100)	(338)	(125)
Restructuring costs	(335)	215	(1,199)	(2,750)
Stock-based compensation expense	(311)	(5,563)	(25,817)	(11,246)
Non-cash purchase accounting	(746)	—	(1,211)	—
Loss on early extinguishment of debt	(11,920)	—	(11,920)	—
Income (loss) before provision (benefit) for income taxes	$ 10,912	$ 13,351	$ (10,219)	$ 8,150

Note 20. Comprehensive Income

Comprehensive income includes all changes in equity during a period except those that resulted from investments by or distributions to the Company's shareholders. Other comprehensive income or loss refers to revenues, expenses, gains and losses that are included in comprehensive income, but excluded from net income as these amounts are recorded directly as an adjustment to shareholders' equity.

The components of accumulated other comprehensive income (loss) are as follows (in thousands):

	Six Months Ended April 30, 2016		
	Increase (Decrease) in Fair Value of Derivatives	Other	Accumulated Other Comprehensive Loss
Balance at October 31, 2015	$ 58	$ (84)	$ (26)
Changes	(399)	220	(179)
Balance at April 30, 2016	$ (341)	$ 136	$ (205)

	Six Months Ended April 29, 2017			
	Increase (Decrease) in Fair Value of Derivatives	Translation Adjustment	Other	Accumulated Other Comprehensive Income
Balance at October 29, 2016	$ (20)	$ 2	$ 57	$ 39
Changes	112	(19)	39	132
Balance at April 29, 2017	$ 92	$ (17)	$ 96	$ 171

Test Lab
ACC Climate Control, Inc.

Client:	
ElDorado National-Kansas	
Address: 1655 Wall Street, Salina, Kansas 67401	
Test(s) Name & Reference Standards:	
Federal Motor Vehicle Safety Standard (FMVSS) 220	
Vehicle Tests Conducted on:	
Ford E350, 23' World Bus	
Model: 23' World Bus	***Engine:*** 5.4L 329 CI V8
VIN: 1FDEE3FL6FDA37349	

	Name, Title	*Signature*	*Company*
Test Conducted By:	Ryan Lehman Project Manager	*Ryan Lehman*	ACC Climate Control, Inc.
Test Conducted By:	Richard Mitchell R & D Engineer	*Richard Mitchell*	ACC Climate Control, Inc.
Test Conducted By:	Rodd Lehman Test Lab / R&D Manager	*Rodd Lehman*	ACC Climate Control, Inc.
Test Conducted By:	Dennis Elswick M.R./Engineering Manager	*Dennis Elswick*	ACC Climate Control, Inc.
Test number		2016-018	
Date		8/4/2016	

Any additions, alterations, or unauthorized use of excerpts from this report are expressly forbidden.

This test report pertains only to the vehicle(s) tested. It remains the sole responsibility of the manufacturer to provide a product consistent to that which was tested

ISO/IEC 17025:2005 ACLASS Accredited
Certificate AT-1361

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P(574) 264-2190 • F(574) 266-6744 • sales@accclimatecontrol.com • www.accclimatecontrol.com

Test Lab
ACC Climate Control, Inc.

1. Objective

To demonstrate that the static strength of the vehicle meets or exceeds the minimum requirements of structural integrity as required by FMVSS 220 (TP-220-02 July 16,1991).

2. Test Equipment - *Check all equipment for calibration compliance*

2.1 Kestrel Pocket weather tracker. Model 4000 (TL016)
2.2 "The Crusher" (TL058)
2.3 3pc - Noga Dial Indicators (TL001, TL002, TL003)
2.4 Tape Measure
2.5 4 - 20K lb Load Cells and Readouts (TL023-TL030)
2.6

3. Test Specimen

The bus is an ElDorado National-Kansas Ford E350 23' World Bus. The client provided an unloaded vehicle weight of 12,375 lbs. The Vehicle as provided is structurally complete. See provided drawings for further details.

4. Test Set-Up

Reference following page(s) for instructions.

5. Procedure & Test Results

Reference following page(s) for instructions.

6. Conclusions

The Vehicle (as provided by the client):
Ford E350, 23' World Bus

Passes Federal Motor Vehicle Safety Standard (FMVSS) 220

7. Pictures

Take pictures to document test procedure.

Test Lab
ACC Climate Control, Inc.

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection

Tested For:	*ElDorado National-Kansas*	Temperature:	77.8 °F
Date:	*8/4/2016*	Humidity:	*51.3% RH*
Model:	*23' World Bus*		
Engine:	*5.4L 329 CI V8*		
VIN:	*1FDEE3FL6FDA37349*		

12,375 (lbs.) *Unloaded Vehicle weight determined by:*

- ___ Client provided high estimate based on vehicle history
- ___ Actual measured weight

Test Set-Up

4.0 ___ Determine Load application device to be used and set up fixture.

___ 10K lbs. GVWR and over use 36" wide application plate

___ Under 10K lbs. GVWR Use application plate that covers entire roof.

4.1 ___ Be sure the Force Application Plate is raised sufficiently to work under and blocked in place for added safety.

4.2 ___ Allow pump motor to idle for a half hour before applying test load to allow the hydraulic fluid to warm up sufficiently.

4.3 ___ Position the vehicle under the force application plate. Make sure to center the vehicle under the platform.

4.4 ___ Block the chassis to keep the vehicles suspension from adding to the deflection.

4.5 ___ If testing finished vehicle place a protective sheet (foam carpet pad or similar) between the force application plate and the vehicles roof surface to prevent scratches or any other preventable damage.

4.6 ___ Set dial Indicators to measure vertical and horizontal displacement:
One (1) at the center of each side and One (1) centered inside

4.7 ___ Once ready for test. Clear the area and Un-block the force application plate.

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection

Procedures & Test Results - *Roof Load*

5.1 While force application plate is suspended and level (parallel to the vehicle roof) in the air zero all load cell meters.

5.2 With all the vehicle doors and windows closed lower the force application plate until 500 lbs. registers on the meters and take initial deflection measurements.

5.3 Record elevation readings of all four corners of the roof, and on the three dial indicators.

Curb Side Dial Indicator:	0.000	Curb Side Front Corner:	0.000	in.
Road Side Dial Indicator:	0.000	Curb Side Rear Corner:	0.000	in.
Center Dial Indicator:	0.000	Road Side Front Corner:	0.000	in.
		Road Side Rear Corner:	0.000	in.

7.1 Take pictures of test procedure for documentation.

5.4 Apply .75 x's the unloaded vehicle weight of the completed vehicle to the roof structure.

5.5 Record elevation readings of all four corners of the roof, and on the three dial indicators.

Curb Side Dial Indicator:	-0.001	Curb Side Front Corner:	0.910	in.
Road Side Dial Indicator:	0.005	Curb Side Rear Corner:	1.171	in.
Center Dial Indicator:	0.914	Road Side Front Corner:	0.820	in.
		Road Side Rear Corner:	1.172	in.

7.2 Take pictures of test procedure for documentation.

5.6 Apply 1.5 x's the unloaded vehicle weight of the completed vehicle to the roof structure.

5.7 Record elevation readings of all four corners of the roof, and on the three dial indicators.

Curb Side Dial Indicator:	0.326	Curb Side Front Corner:	2.071	in.
Road Side Dial Indicator:	0.403	Curb Side Rear Corner:	2.793	in.
Center Dial Indicator:	2.331	Road Side Front Corner:	1.784	in.
		Road Side Rear Corner:	2.571	in.

7.3 Take pictures of test procedure for documentation.

5.8 With full load applied open and close all exit doors and Record Force and motion required to open Emergency exits and egress windows.

Curb Side Egress Window:	18 | 3	Emergency Exit:	lbs.
Road Side Egress Window:	18 | 9	Emergency Exit:	lbs.
Rear Egress Door:	11	Emergency Exit:	lbs.

7.4 Take pictures of test procedure for documentation.

Test Lab
ACC Climate Control, Inc.

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection

5.9 / 7.5 Check for any structural or component damage while load is applied. Take pictures of and note any damage.

5.10 / 5.11 Release load until only 500 lbs. remains. Record elevation readings of all four corners of the roof, and on the three dial indicators.

Curb Side Dial Indicator:	**0.733**	Curb Side Front Corner:	**0.761**	in.
Road Side Dial Indicator:	**0.542**	Curb Side Rear Corner:	**0.756**	in.
Center Dial Indicator:	**0.638**	Road Side Front Corner:	**0.602**	in.
		Road Side Rear Corner:	**0.643**	in.

7.6 Take pictures of test procedure for documentation.

5.12 Raise the force application plate sufficiently to work under. Block in place for added safety.

5.13 With load removed open and close all exit doors and Record Force and motion required to open Emergency exits and egress windows.

Curb Side Egress Window:	**16 | 3**	Emergency Exit:	lbs.
Road Side Egress Window:	**14 | 4**	Emergency Exit:	lbs.
Rear Egress Door:	**9**	Emergency Exit:	lbs.

5.14 With load removed check for any structural or component damage.

7.7 Take pictures of test procedure for documentation and note any damage

Load Applied per cylinder (lbs)	125 x 4 = 500	1860 x 4 = 7442		3720 x 4 =14883		125 x 4 = 500	
5.15 *Deflection is measured in inches*	**Initial 500 lbs.**	**.75 x Unloaded Vehicle Weight= 7,632 lbs.**		**1.5 x Unloaded Vehicle Weight= 15,264 lbs.**		**Recovery 500 lbs.**	
Road Side Front Corner	0.000	0.820	0.820	1.784	1.784	0.602	0.602
Road Side Rear Corner	0.000	1.171	1.171	2.571	2.571	0.643	0.643
Curb Side Front Corner	0.000	0.910	0.910	2.071	2.071	0.761	0.761
Curb Side Rear Corner	0.000	1.171	1.171	2.793	2.793	0.756	0.756
Road Side Middle	0.000	0.005	0.005	0.403	0.403	0.542	0.542
Curb Side Middle	0.000	-0.001	-0.001	0.326	0.326	0.733	0.733
Interior (Ceiling)	0.000	0.914	0.914	2.331	2.331	0.638	0.638

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection

Pass/Fail Criteria:

(1) Downward vertical movement at any point on the load application plate exceeds 5.125 inch.

(2) The force to open the emergency egress windows is greater than 40 lbs.

(3) The required emergency exit/ doors fail to provide space for a 4.5" T x 24" W x 12" D parallel piped box to pass through vertically.

6.1 The Vehicle (as provided by the client)
Ford E350, 23' World Bus

Passes Federal Motor Vehicle Safety Standard (FMVSS) 220

Comments and Observations:

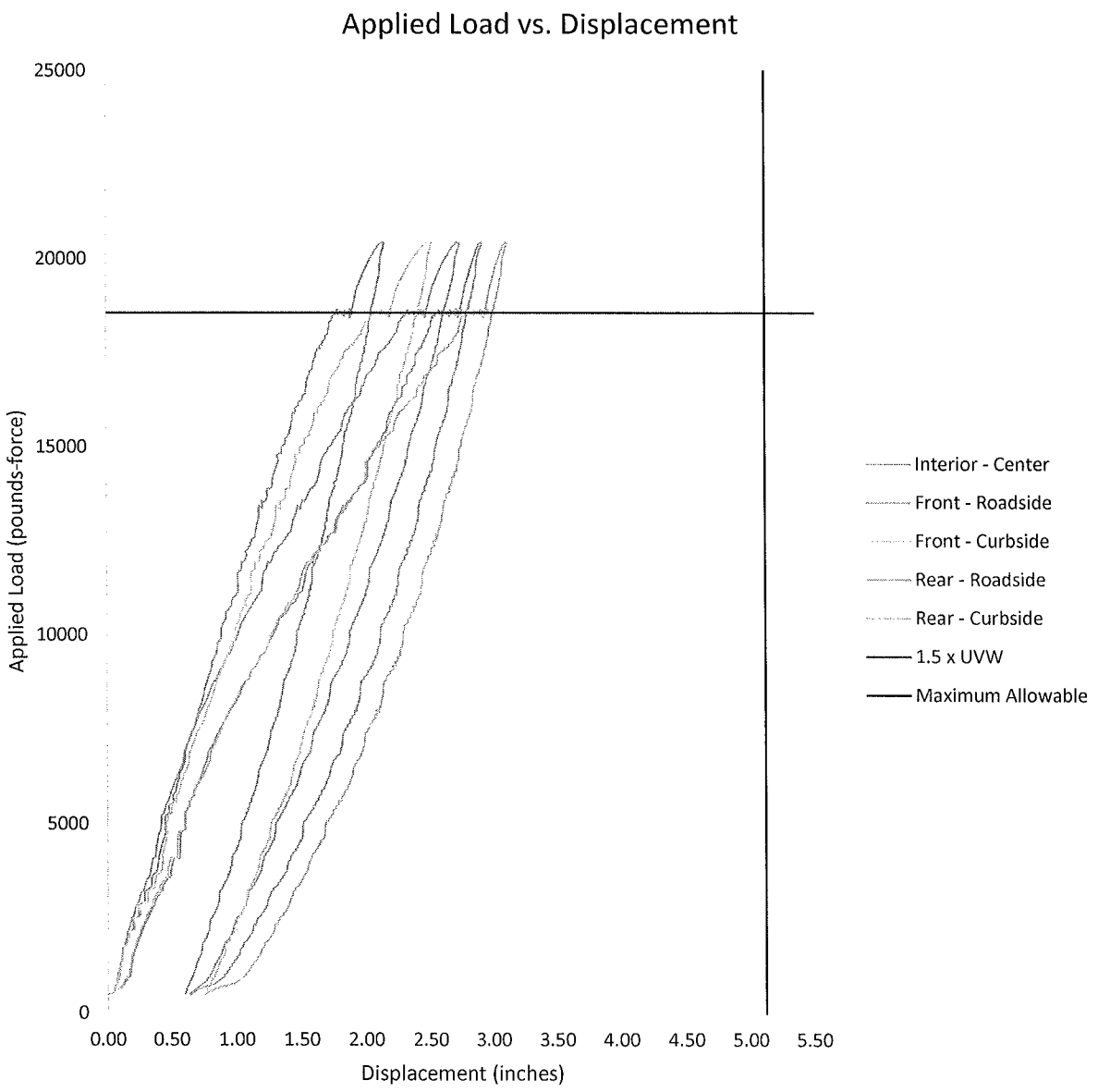
Test Lab
ACC Climate Control, Inc.

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



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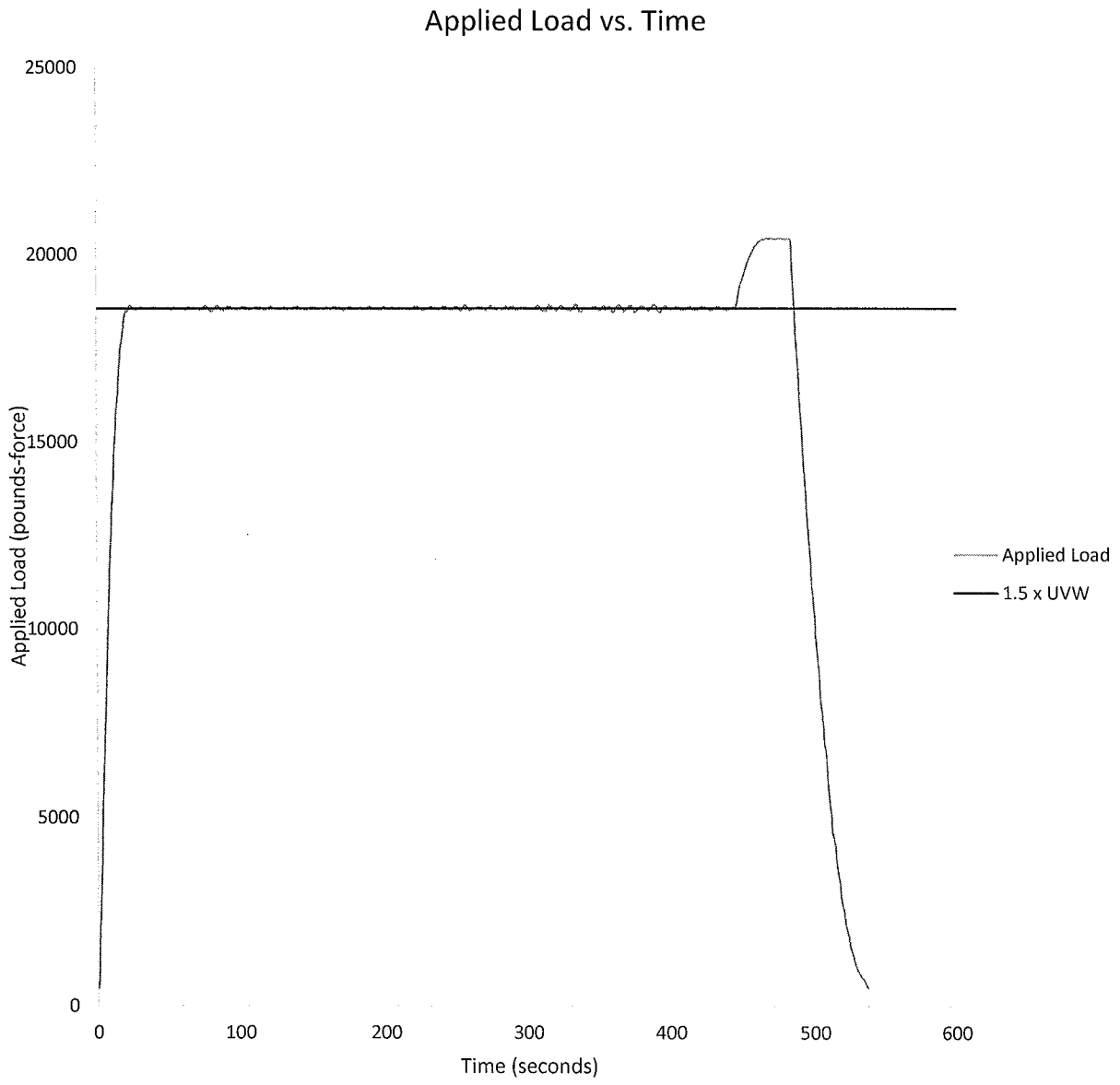
Test Lab
ACC Climate Control, Inc.

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



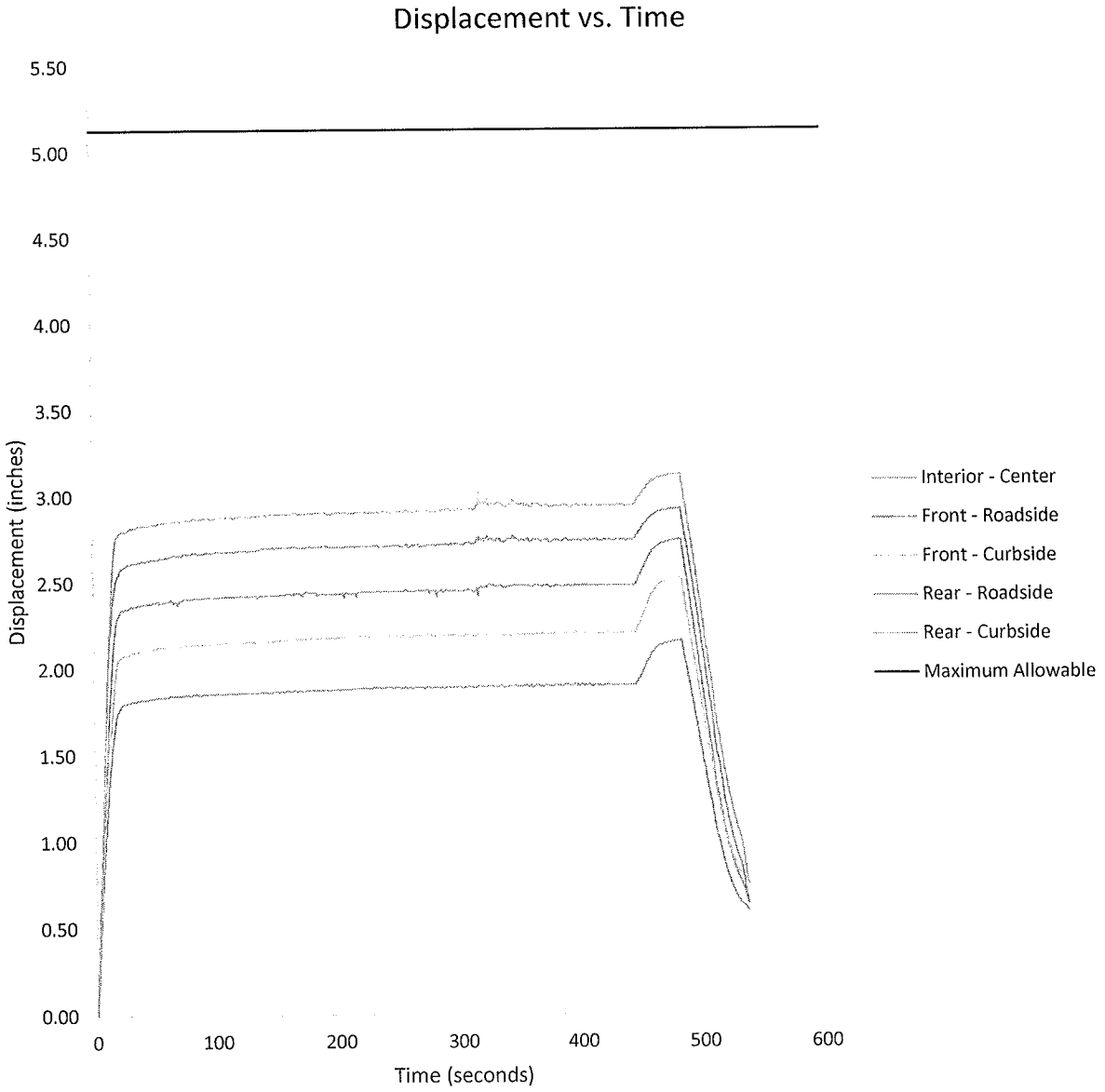
Maximum Load Applied: 20,438 lbf.

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



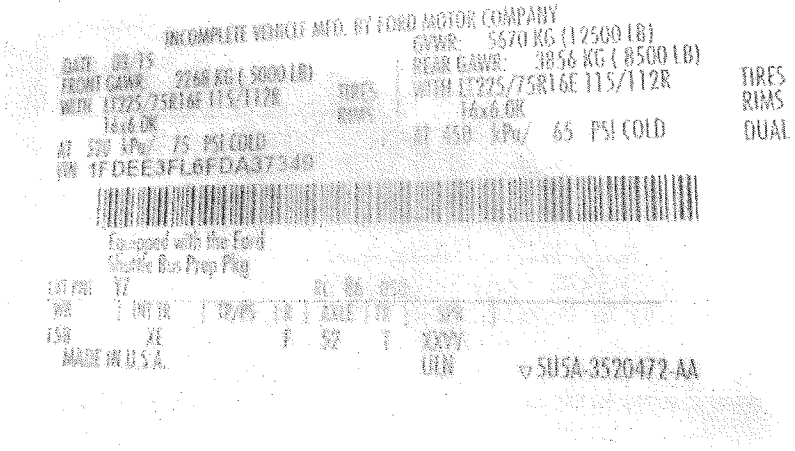
Maximum Displacement at Test Load: 2.793 in.

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



Test Vehicle - Information Label

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



Test Vehicle - Setup



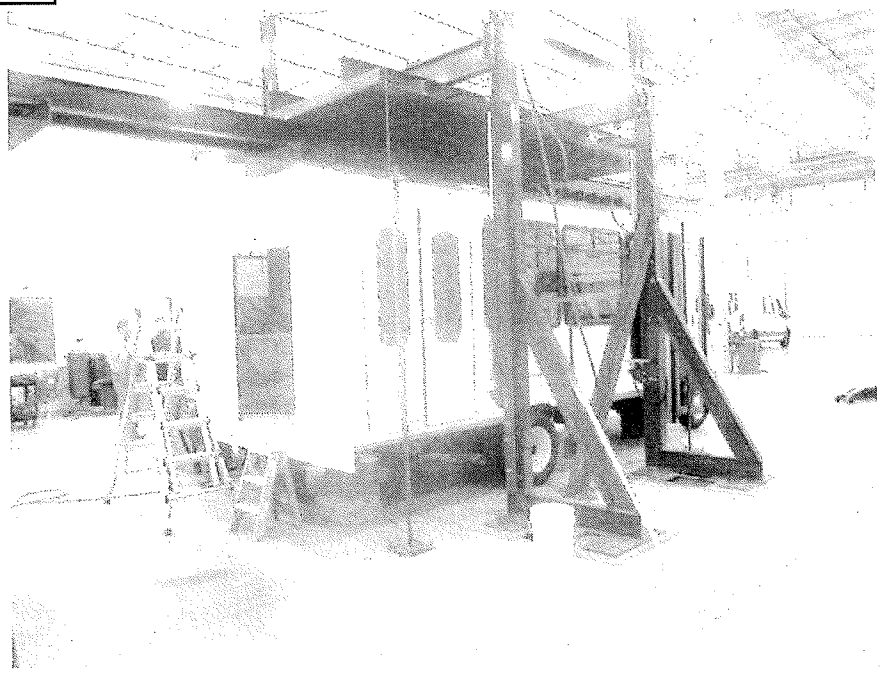
Test Vehicle - Setup

Initial: RAL

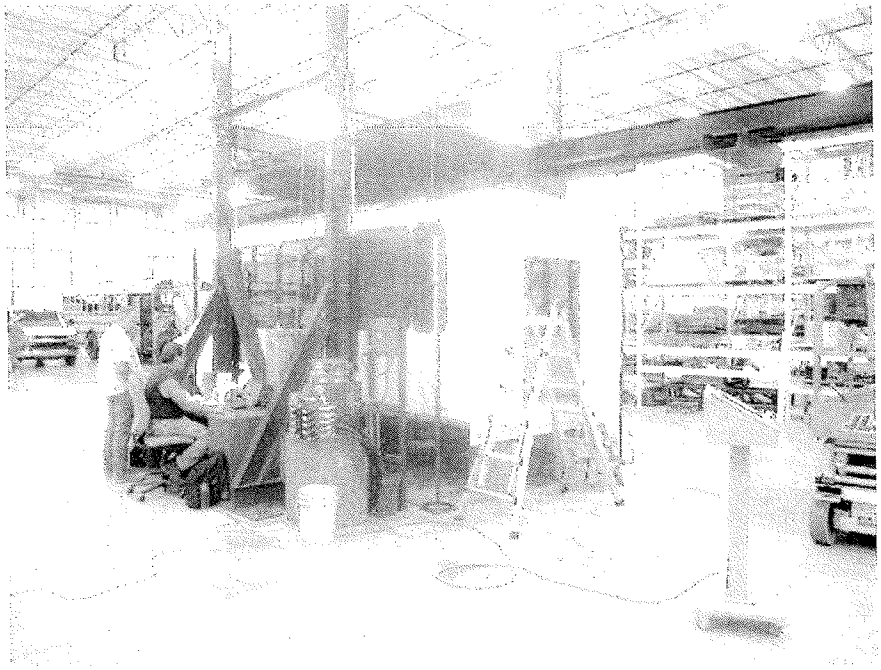
Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



Test Vehicle - Setup



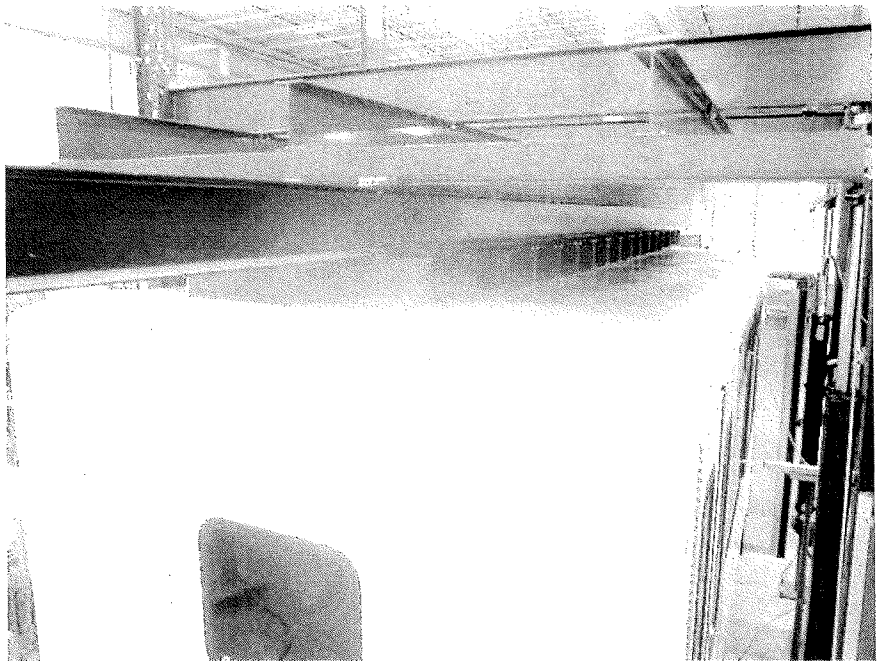
Test Vehicle - Setup

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



Test Vehicle - Full application of test load



Test Vehicle - Full application of test load, displacement measured at platen center

Initial: RAL

Date: 8/4/2016

FMVSS 220

School Bus Rollover Protection



Emergency Exit Windows - Measurement of force to open while maintaining application of test load

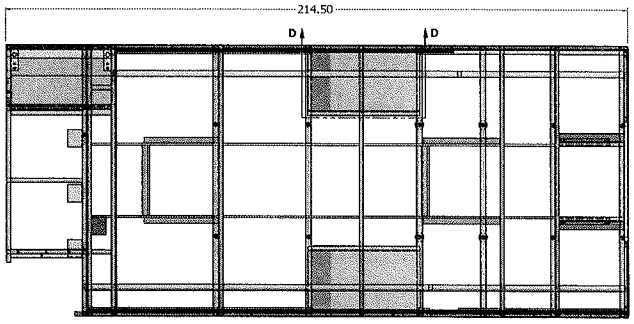


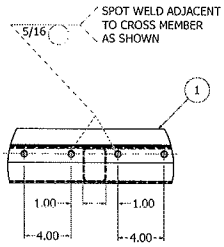
Emergency Exit Windows - Opening while maintaining application of test load

Appendix

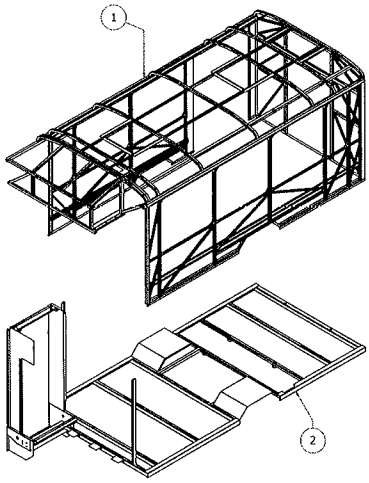
2016-018

ITEM	PART NUMBER	DESCRIPTION	STOCK NUMBER	QTY
1	WB-0002001	CAGE, STD, 96 WIDE, REAR LIFT, 30" DOOR, 23' 158" W/B		1
2	WB-0002011	FLOOR & STEP, STD, 96 WIDE, 30 DOOR, 23-158 W/B		1
118	WB-0003154	TUBE HOOD SPRT UPR, STD, BODY	WB-0002505	1

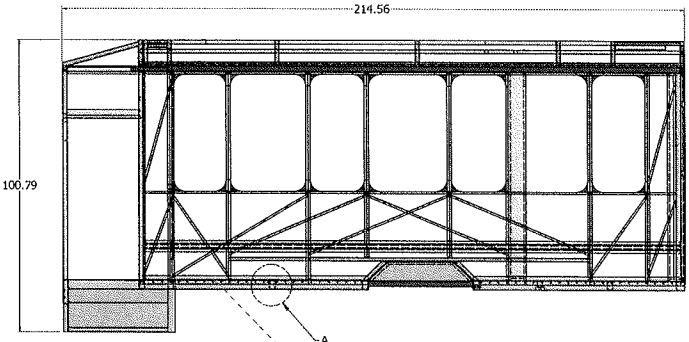




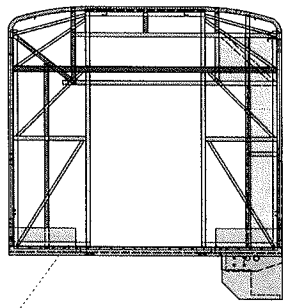
DETAIL A TYP
FLOOR TO SIDEWALL
SPOT WELD DETAIL
SCALE 1 : 4
ZONE D2



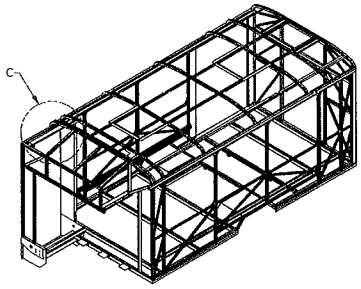
FOR PROTOTYPE ONLY



SPOT WELD BETWEEN SIDEWALL
& FLOOR ALONG THE LENGTH,
EXCEPT AS NOTED IN DETAIL A



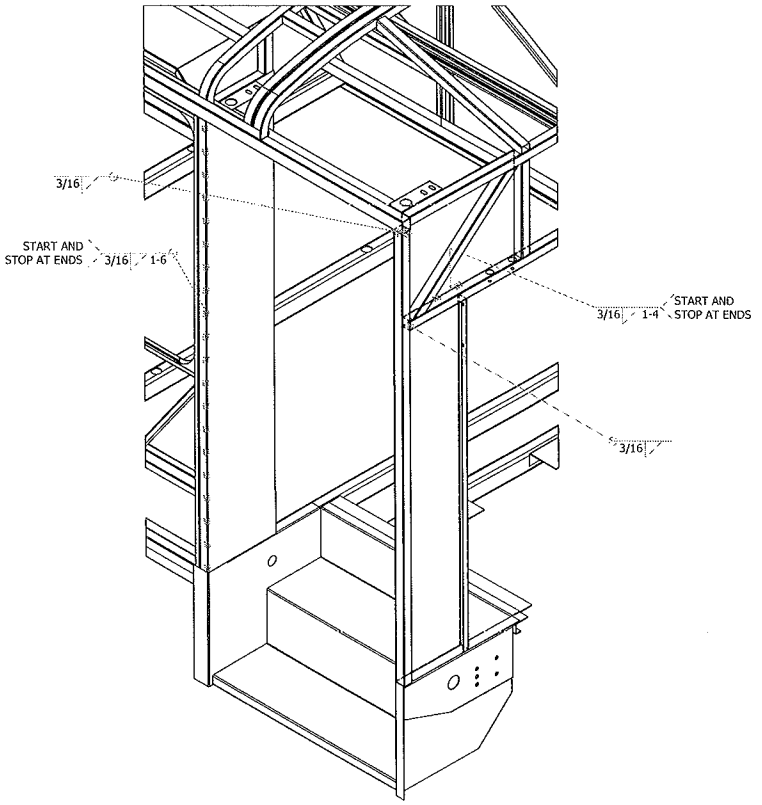
SPOT WELD BETWEEN REARWALL
& FLOOR ALONG THE LENGTH



NOTE:
1. SEE SHT 2 FOR DETAILS B-D.
2. TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

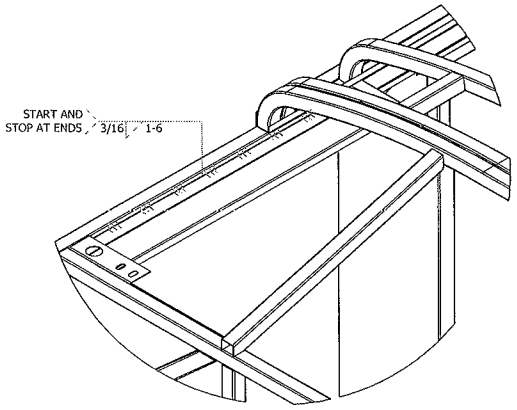
REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-7	3/8/16		FRONT WING SUPPORT TUBE (WB-0003022) REMOVED FROM ASSY	DS - INDEPTH		
DV-6	9/8/15		FRONT END ASSY AND STEP ASSY SEPERATED FROM FLOOR LIFT DOOR FRAME TUBE (WB-0003023) REMOVED FROM ASSY	DS - INDEPTH		
DV-5	8/30/15		POSITION OF SPOT WELDS AT FLOOR CROSS MEMBERS MODIFIED	BB - INDEPTH		
DV-4	7/7/15		FLOOR & STEP IS ASSEMBLED BEFORE THIS LEVEL	AG - INDEPTH		

CHAMPION
WORLD BUS
WB-0002000
BODY, STD, 96 WIDE, REAR
LIFT, 30 DOOR, 23 158 W/B
1143185 | 1:16 | D | MFG | 1 OF 2

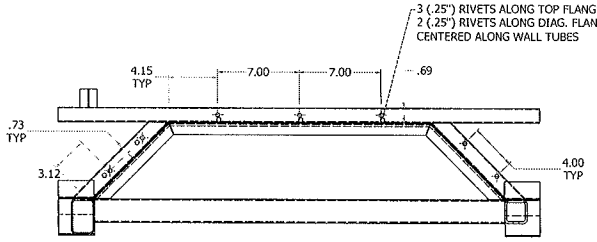


DETAIL B
STEP ASSEMBLY
WELD DETAIL
SCALE 1:6

FOR PROTOTYPE ONLY

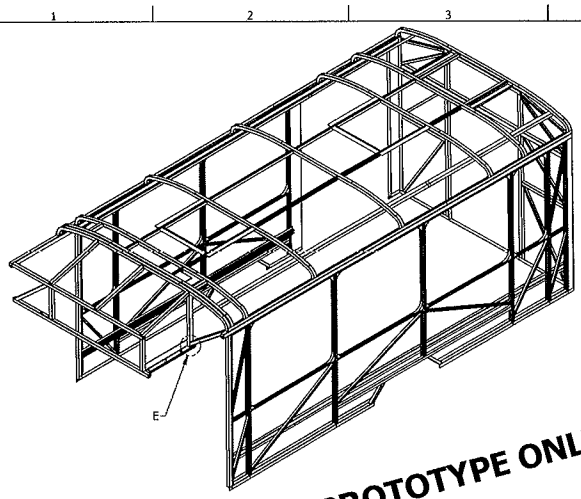


DETAIL C
HOOD HIDDEN FOR CLARITY
DOOR HEADER SUPPORT WELD DETAIL
SCALE 1:4
SHT-1: ZONE C6

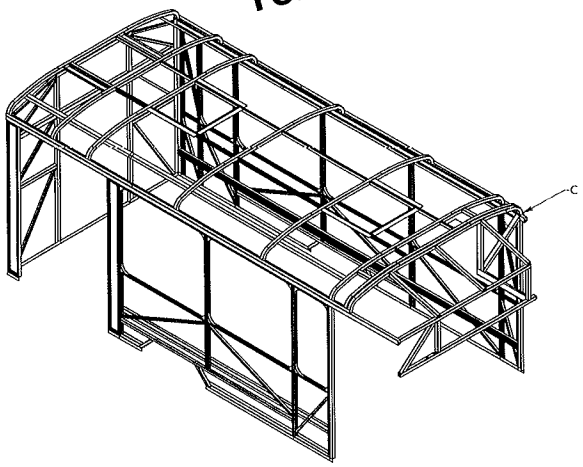


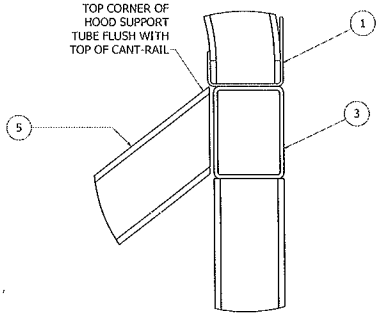
SECTION D-D TYP
WHEEL WELL TO SIDE WALL
RIVET DETAIL
SCALE 1:4
SHT-1: ZONE A3

CHAMPION BUS, INC.
WORLD BUS
WB-2002000
BODY, STD, 96 WIDE, REAR LIFT, 30 DOOR, 23 158 W/B
1143.86 | 1:16 | D | MFG | 2 OF 2

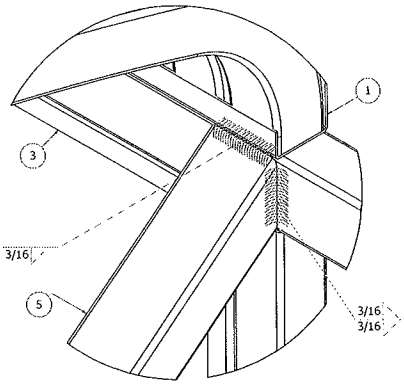


FOR PROTOTYPE ONLY

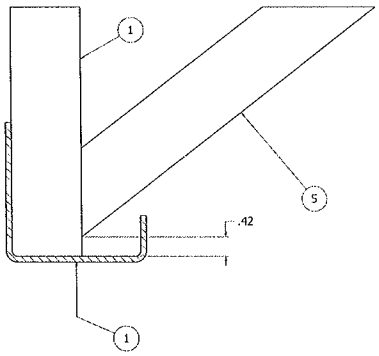




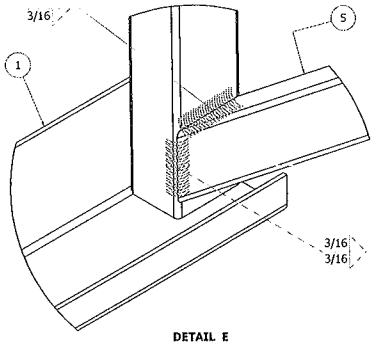
DETAIL B
HOOD SUPPORT TUBE
TO CANTRAIL
ASSEMBLY DETAIL
SCALE 1:1
SHT-1: ZONE C2



DETAIL C
HOOD SUPPORT TUBE
TO CANTRAIL
WELD DETAIL
SCALE 1:1
ZONE D4



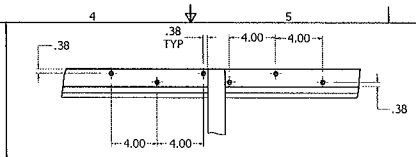
SECTION D-D
HOOD SUPPORT TUBE
TO HOOD
ASSEMBLY DETAIL
SCALE 1:1
SHT-1: ZONE C3



DETAIL E
HOOD SUPPORT TUBE
TO HOOD
WELD DETAIL
SCALE 1:1
ZONE B3

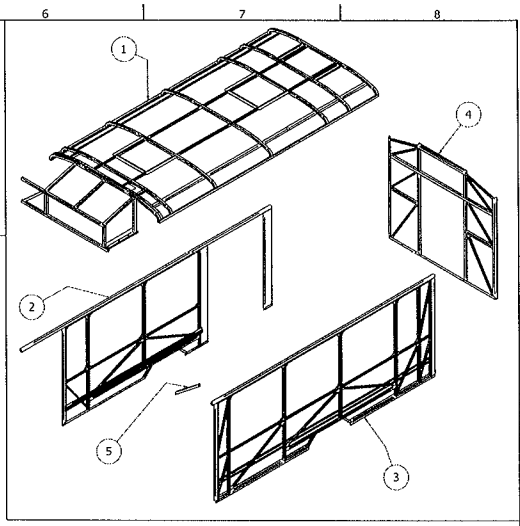
CHAMPION BUS INC.	WORLD BUS		VIB-0002001
			BODY, STD, 96 WIDE, REAR LIFT, 30" DOOR, 23' 159" W/B
		859 LBS	L:16 D MFG. 2 OF 2

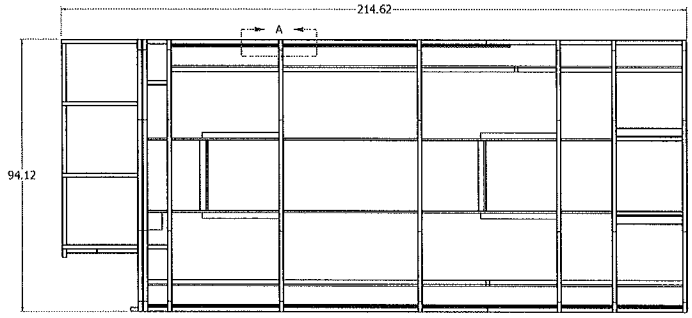
ITEM	PART NUMBER	DESCRIPTION	QTY
1	WB-0002003	ROOF ASSY, 23' 96W STD 30DR	1
2	WB-0002005	SW-CURB, 23-158 STD 30DR RL	1
3	WB-0002006	SW-ROAD, 23-158 STD 30DR RL	1
4	WB-0002037	REARWALL, 96W, DOOR	1
5	WB-0003153	TUBE, HOOD SPRT, STD, BODY	1

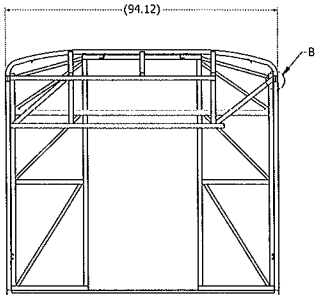


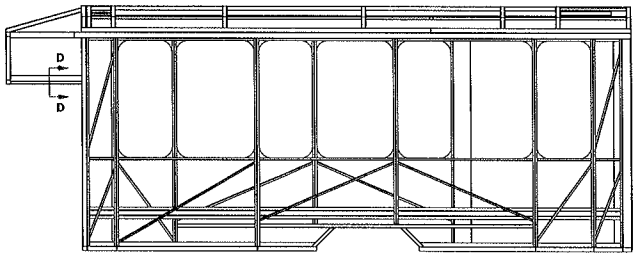
DETAIL A TYP
ROOF TO SIDEWALL
SPOT WELD DETAIL
SCALE 1:4
ZONE A3

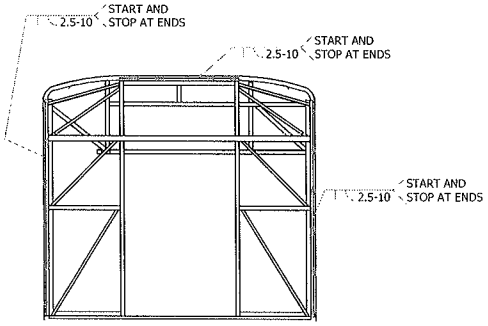
FOR PROTOTYPE ONLY











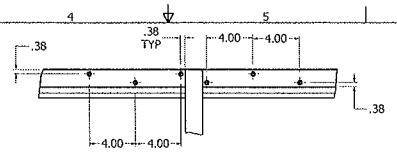
NOTE:
1. SEE SHEET 2 FOR DETAILS A-D
2. TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-6	8/8/16		WB-0003021 REMOVED FROM ASSY	DS - INDEPTH		
DV-5	8/20/15		ITEMS 1-6 MODIFIED DUE TO MODULAR DESIGN CHANGE	BB - INDEPTH		
DV-4	7/8/15		CHANNEL AND TUBE ARE BOTH TO ACCOMODATE LIFT DOOR FRAME TUBES	AG - INDEPTH		

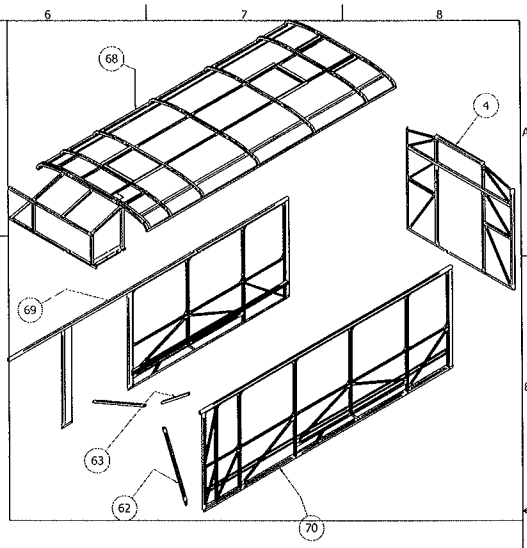
CHAMPION BUS INC.
WORLD BUS
WB-0002001
BODY, STD, 96 WIDE, REAR LIFT, 30" DOOR, 23' 158" W/B
650 LBS | 1:16 | D | REG. | 1 OF 2

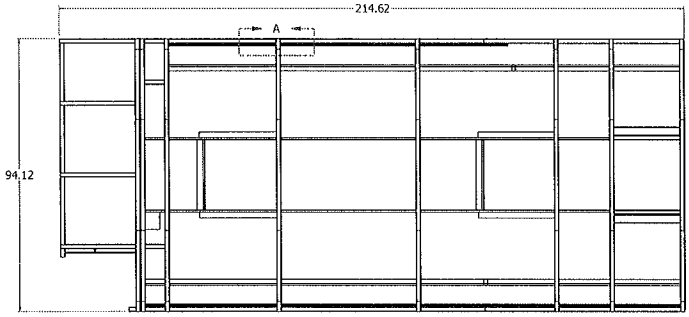
ITEM	PART NUMBER	DESCRIPTION	LENGTH	STOCK NUMBER	QTY
1	WB-0002003	ROOF ASSY, STD, 23', 96 WIDE, 30 DR			1
2	WB-0002005	SIDEWALL-CURB, REAR LIFT, 30" DOOR, 23' 158" W/B STD			1
3	WB-0002006	SIDEWALL - MODULAR, ROAD SIDE 23' 158" W/B STD			1
4	WB-0002037	REARWALL, 96W, DOOR			1
72	WB-0003153	TUBE HOOD SPRT LWR, STD, BODY		WB-0002505	1

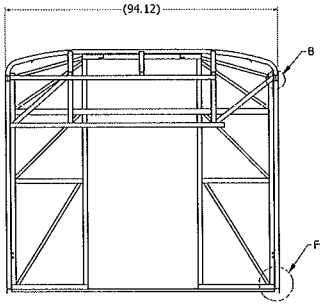
FOR PROTOTYPE ONLY

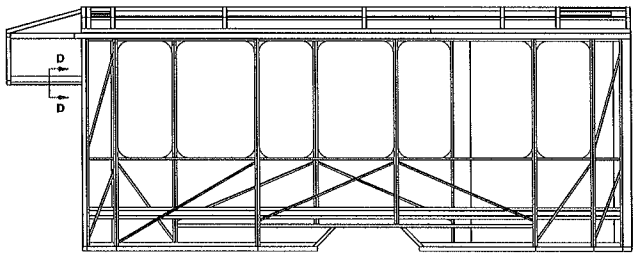


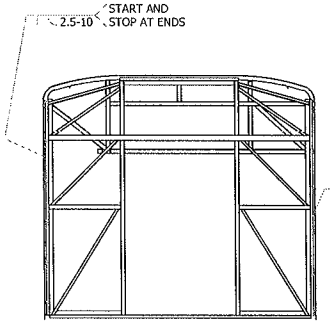
DETAIL A TYP
ROOF TO SIDEWALL
SPOT WELD DETAIL
SCALE 1:4
ZONE A3









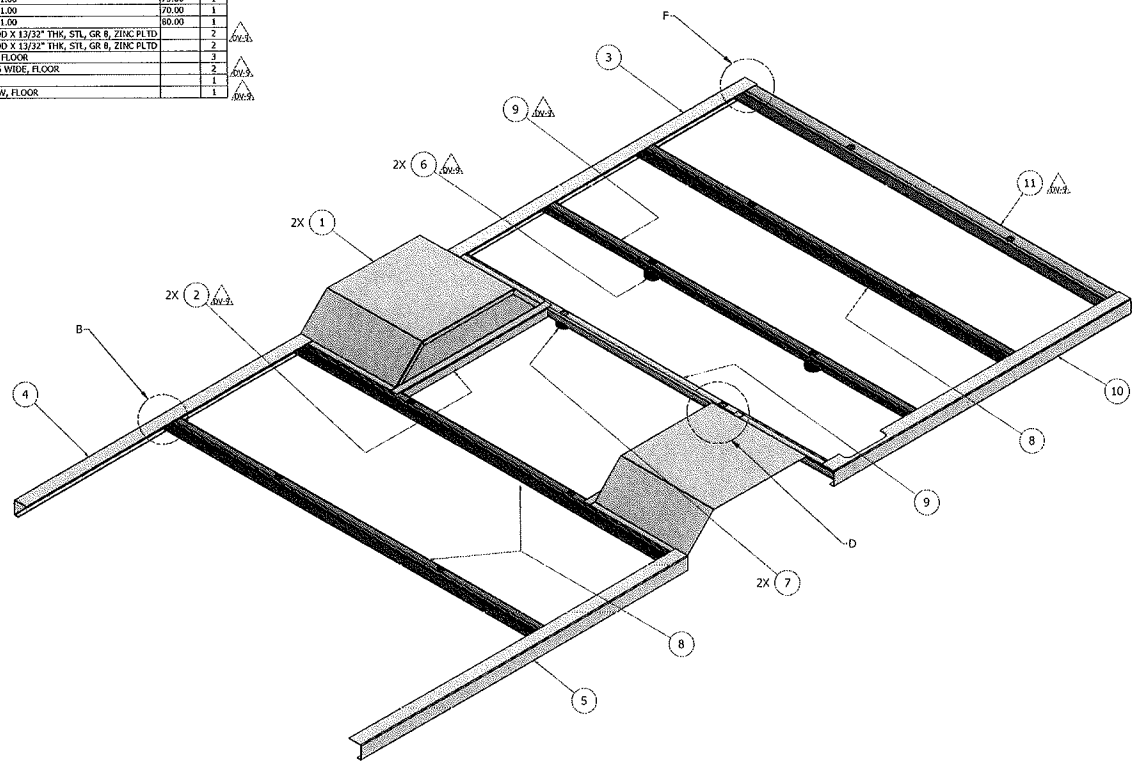


NOTE: TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-5	8/20/15		ITEMS 1-6 MODIFIED DUE TO MODULAR DESIGN CHANGE	BB - INDEPTH		
DV-4	7/8/15		CHANNEL AND TUBE ARE BOTH TO ACCOMODATE LIFT DOOR FRAME TUBES	AG - INDEPTH		

CHAMPION BUS
WORLD BUS
WB-0002001
CAGE, STD, 96 WIDE, REAR LIFT, 30" DOOR, 23' 158" W/B
858 LBS | 1:16 | D | RFG. | 1 OF 2

ITEM	PART NUMBER	DESCRIPTION	LENGTH	QTY	
1	WB-0002009	WHEELWELL ASSY, 96W		2	
2	WB-0002505-023	TUB, .083 x 2.00 x 1.50	35.50	2	DV-9
3	WB-0002514-003	CHA, .120 X 3.00 X 3.24 X 1.00	73.00	1	
4	WB-0002514-004	CHA, .120 X 3.00 X 3.24 X 1.00	70.00	1	
5	WB-0002514-005	CHA, .120 X 3.00 X 3.24 X 1.00	80.00	1	
6	WB-0002535	FLAT WASHER, 1/2" X 3" OD X 13/32" THK, STL, GR 8, ZINC PLTD		2	DV-9
7	WB-0002539	FLAT WASHER, 1/2" X 3" OD X 13/32" THK, STL, GR 8, ZINC PLTD		2	
8	WB-0003001	CROSS MEMBER 96 WIDE, FLOOR		3	
9	WB-0003002	CROSS MEMBER SHORT 96 WIDE, FLOOR		2	DV-9
10	WB-0003075-001	CHA, .120 X 3.24 X 3.00		1	
11	WB-0003165	CROSS MEMBER REAR 96 W, FLOOR		1	DV-9



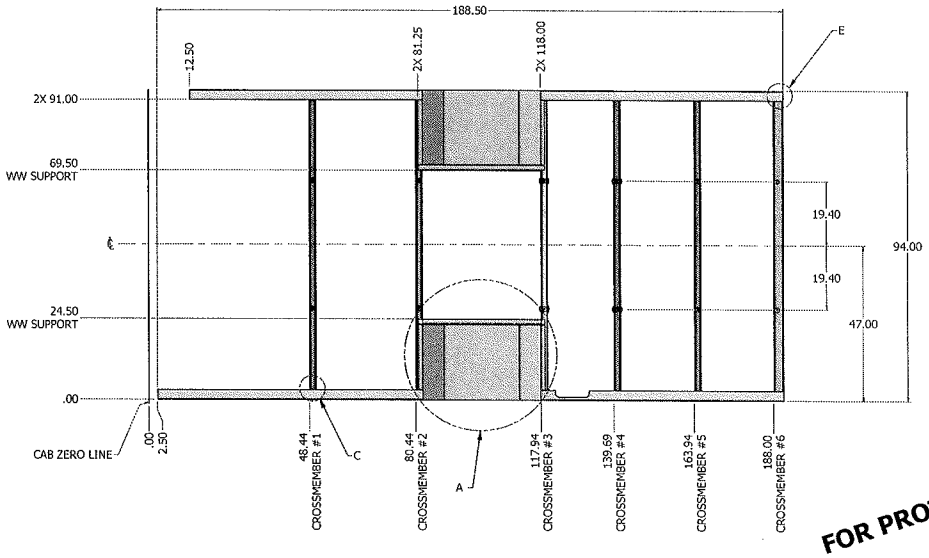
REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-9	7/20/16		REPLACED WB-0002507-001 WITH WB-0002505-023 WB-0003001 QTY CHANGED WAS 5	DS - INDEPTH		
DV-8	3/14/16		ANGLE WB-0002517-006 REPLACED BY TUBE WB-0002504	BB - INDEPTH		
DV-7	1/27/16		OVERALL LENGTH FROM THE ZERO LINE CHANGED FROM 183.3" TO 191.0"	DS - INDEPTH		
DV-6	9/9/15		FRONT END, FLATS, SEAT TRACKS, AND WCL MOUNTING CHANNELS SEPERATED FROM FLOOR ASSY	DS - INDEPTH		
DV-5	8/29/15		END RAILS CHANGED FROM ANGLE TO CHANNEL (WB-0002514)	AG - INDEPTH		
DV-4	7/8/15		WB-0003002-001 CHANGED FROM 8 GA. TO 7GA.	AG - INDEPTH		A3, D5
DV-3	5/29/15					
DV-2	5/21/15					
DV-1	4/27/15					

FOR PROTOTYPE ONLY

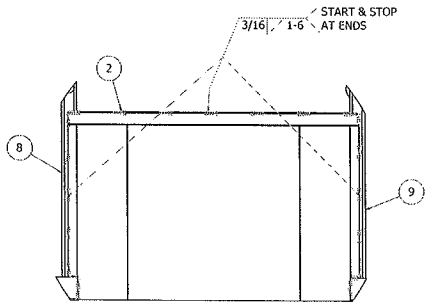
NOTES:
1. SEE SHT 2 FOR DETAILS A-G.
2. TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

CHAMPION BUS, INC.

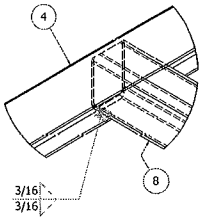
WORLD BUS	WB-0002002
	FLOOR, 96 WIDE, 30" DOOR, 23' 158" W/B



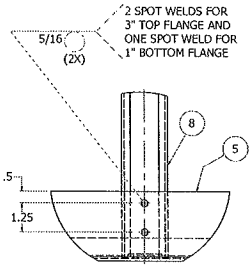
FOR PROTOTYPE ONLY



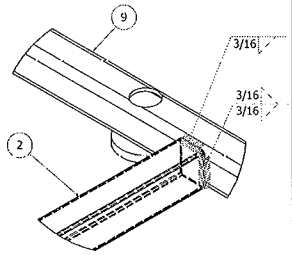
DETAIL A TYP
WHEEL WELL ASSY
WELD DETAIL
SCALE 1:6
ZONE B3



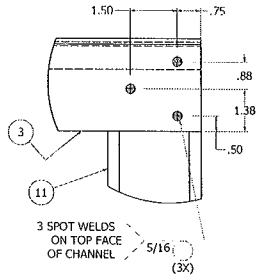
DETAIL B TYP
CROSSMEMBER TO END CAP
SEAM WELD DETAIL
SCALE 1:2
SHT 1: ZONE B2-B3



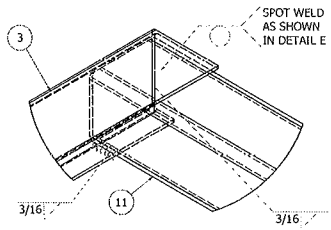
DETAIL C TYP
CROSSMEMBER TO END CAP
SPOT WELD DETAIL
SCALE 1:2
ZONE B3



DETAIL D TYP
WHEEL WELL SUPPORT
WELD DETAIL
SCALE 1:2
SHT-1: ZONE C6Z



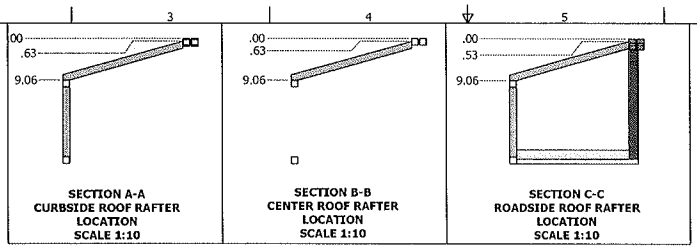
DETAIL E TYP
FRONT AND REAR MOST
CROSSMEMBER TO END CAP
SPOT WELD DETAIL
SCALE 2:3
ZONE A4-A5



DETAIL F TYP
REAR CROSSMEMBER TO END CAP
MIG WELD DETAIL
SCALE 2:3
SHT-1: ZONE A5

CHAMPION
WORLD BUS
WB-0002002
FLOOR, 96 WIDE, 30" DOOR,
29' 158" W/B
313185
1/8
D
NPG.
2 OF 2
22 of 38

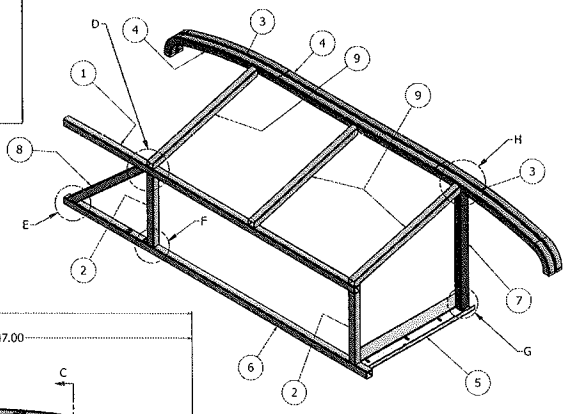
ITEM	PART NUMBER	DESCRIPTION	QTY
1	WB-0002501-001	TUB, .065 X 1.50 X 1.50	1
2	WB-0002501-024	TUB, .065 X 1.50 X 1.50	2
3	WB-0002542-001	FLT, .250 X 1.25	2
4	WB-0003068	RAFTER, 96W, ROOF	2
5	WB-0003134	CHANNEL DRIVERSIDE, HOOD	1
6	WB-0003135	TUBE, HEADER FRT 96 WIDE	1
7	WB-0003155	TUBE REAR VERT, STD, 96W, HOOD	1
8	WB-0003157	TUB, FRONT DIAG SF 96W, HOOD	1
9	WB-0003184	RAFTER, HOOD	3

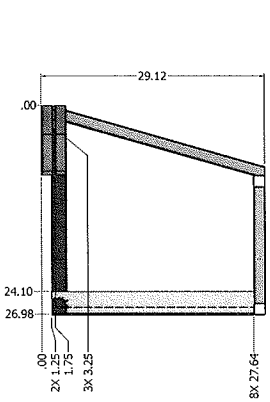


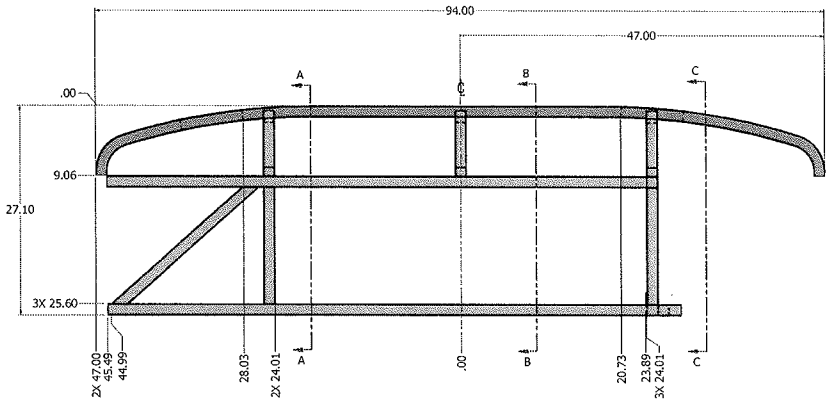
SECTION A-A
CURBSIDE ROOF RAFTER
LOCATION
SCALE 1:10

SECTION B-B
CENTER ROOF RAFTER
LOCATION
SCALE 1:10

SECTION C-C
ROADSIDE ROOF RAFTER
LOCATION
SCALE 1:10





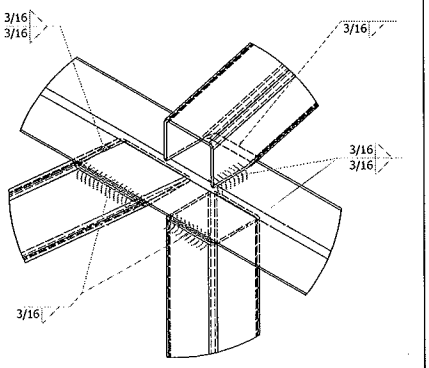


REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-8	8/8/16		COMPLETE RE-DESIGN AS A RESULT OF R66 ANALYSIS	DS - INDEPTH		
DV-7	2/18/16		HOOD REDESIGNED TO FIT THE MODIFIED CAB BRACKET CONNECTION	AG - INDEPTH		
DV-6	10/15/15		LENGTH OF WB-0003078 SHORTENED AND HOLE ADDED TO WB-0003082	BB - INDEPTH		B7
			WB-0003078 AND WB-0003079 MODIFIED			A7, A8
DV-5	8/27/15		OVERALL LENGTH INCREASED FROM 24" TO 26.50"	BB - INDEPTH		A2, B2
			WB-0003015 MODIFIED TO FIT WB-0003082			A3, A6
			WB-0003134 IS CONTINUOUS, WITHOUT THE CUT-OUT			A3, A7
DV-4	7/7/15		REAR MOST ROOF RAFTER REMOVED AND MOVED TO ROOF ASSY	AG - INDEPTH		
DV-3	5/29/15		WB-0003082 REMOVED, WB-0003134 ADDED	AG - INDEPTH		
DV-2	5/29/15					
DV-1	1/23/15					

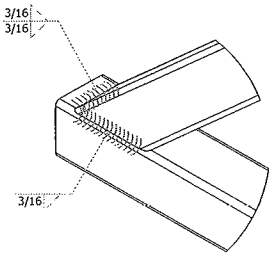
FOR PROTOTYPE ONLY

NOTE:
1. SEE SHEET 2 FOR DETAILS D-J
2. TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

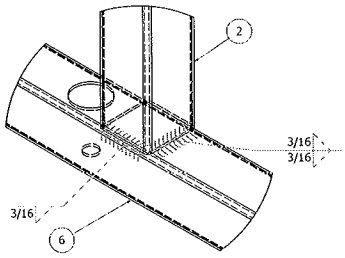
CHAMPION BUS INC.
WORLD BUS
WB-0003004
HOOD, 96 WIDE, STD FLOOR
65 LBS
1/8
0
MFG.
1 OF 2



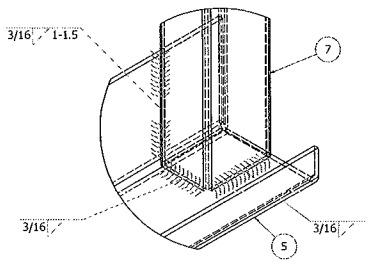
DETAIL D TYP
ROOF RAFTER FRONT
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B6



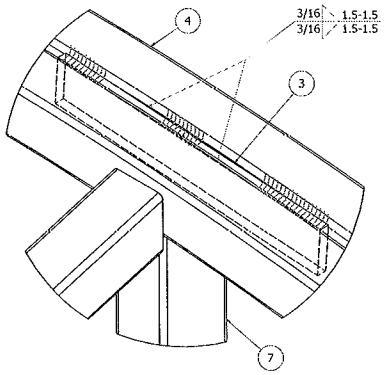
DETAIL E
FRONT DIAG. TUBE TO FRONT HOR. TUBE
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B6



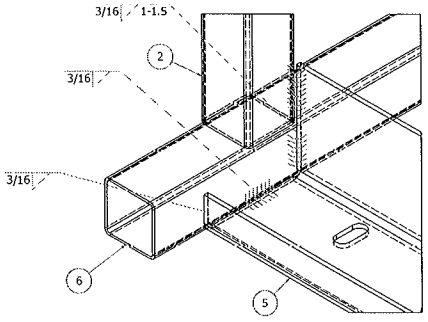
DETAIL F TYP
FRONT VERT. TUBE TO FRONT HOR. TUBE
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B6



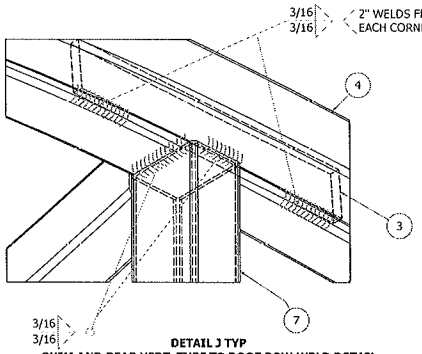
DETAIL G
HOOD CHANNEL TO REAR VERT. TUBE
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B8



DETAIL H TYP
ROADSIDE RAFTER TO ROOF BOW, AND SHIM
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B8



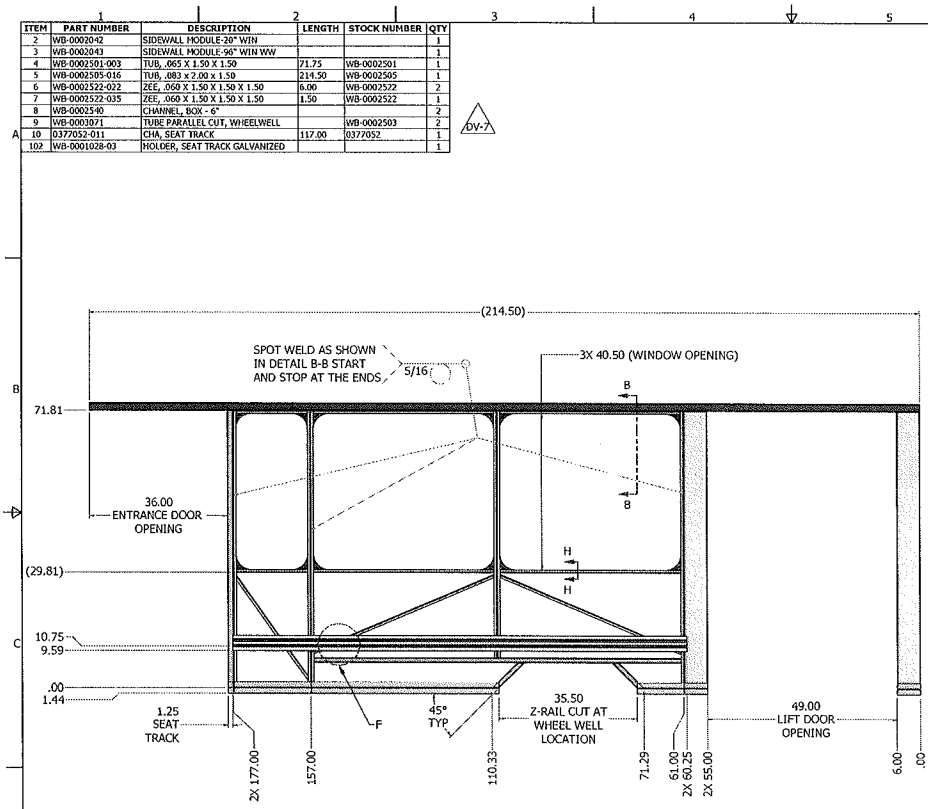
DETAIL I
HOOD CHANNEL TO FRONT HOR. TUBE
WELD DETAIL
SCALE 1:1

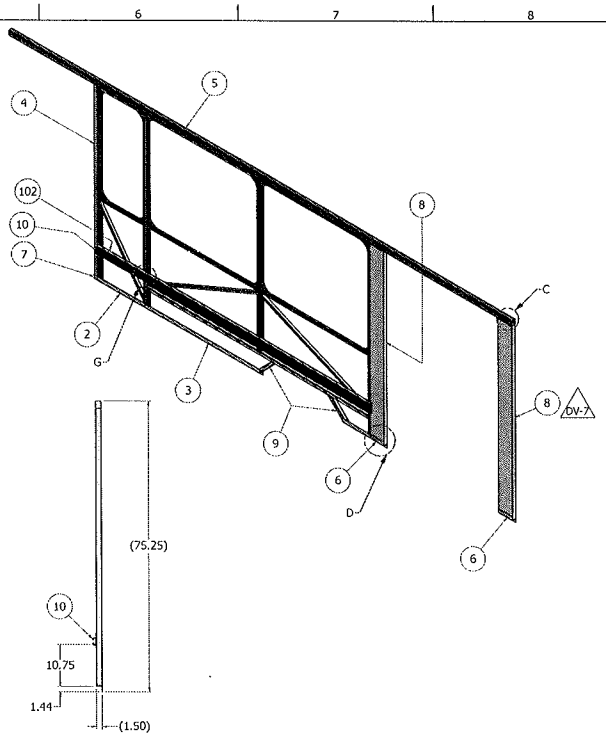


DETAIL J TYP
SHIM AND REAR VERT. TUBE TO ROOF BOW WELD DETAIL
(VIEW FROM UNDERSIDE OF ROOF BOW)
SCALE 1:1

CHAMPION BUS INC.
WORLD BUS
W8-0002004
HOOD, 96 WIDE, STD FLOOR
65 LBS
1:8
D
MFG
2 OF 2
24 of 36

ITEM	PART NUMBER	DESCRIPTION	LENGTH	STOCK NUMBER	QTY
2	WB-0002042	SIDEWALL MODULE-20" WIN			1
3	WB-0002043	SIDEWALL MODULE-96" WIN WW			1
4	WB-0002501-003	TUB, .065 X 1.50 X 1.50	71.75	WB-0002501	1
5	WB-0002505-016	TUB, .083 x 2.00 x 1.50	214.50	WB-0002505	1
6	WB-0002522-022	ZEE, .060 X 1.50 X 1.50 X 1.50	6.00	WB-0002522	2
7	WB-0002522-035	ZEE, .060 X 1.50 X 1.50 X 1.50	1.50	WB-0002522	1
8	WB-0002540	CHANNEL, BOX - 6"			2
9	WB-0003071	TUBE PARALLEL CUT, WHEELWELL		WB-0002503	2
10	0377052-011	CHA, SEAT TRACK	117.00	0377052	1
102	WB-0001028-03	HOLDER, SEAT TRACK GALVANIZED			1





REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-7	2/4/16		WB-0002508 DELETED, WB-0002540 QUANTITY CHANGED FROM 1 TO 2	DS - INDEPTH		
	1/25/16		OVERALL LENGTH INCREASED FROM 208.50" TO 214.50"	AG - INDEPTH		
	10/14/15		SIDEWALL MODULES-48" WIN AND 48" WIN WW REPLACED BY 96" WIN WW	BB - INDEPTH		C2,C3 AND C4
	10/6/15		ITEM 5 MOVED FORWARD BY 1 INCH AND ITEMS 3 AND 6 SHIFTED CORRESPONDINGLY	BB - INDEPTH		B8,C8
	10/1/15		SEAT TRACK HOLDER ADDED	BB - INDEPTH		C1-C5
DV-6	9/16/15		WB-0003071 TUBE DIMENSIONS CHANGED TO 1.25 X 1.25 FROM 1.375 X 1.375	BB - INDEPTH		C3,C4
DV-5	8/27/15		MODULAR DESIGN CHANGE	BB - INDEPTH		
DV-4	7/6/15		INTERIOR PANEL MOUNTING PLATE UPDATES	DS - INDEPTH		B5
DV-3	5/29/15					
DV-2	5/21/15		DIAGONAL TUBES AND WHEEL WELL UPDATES			
DV-1	4/27/15					

FOR PROTOTYPE ONLY

NOTE:
1. GRIND ALL WELDS FLUSH WITH INT. & EXT. WALL STUDS
2. SEE SHT 2 FOR DETAILS A-H
3. TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

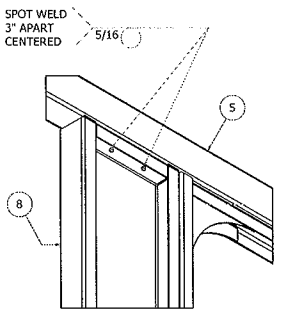
CHAMPION BUS, INC.

WORLD BUS

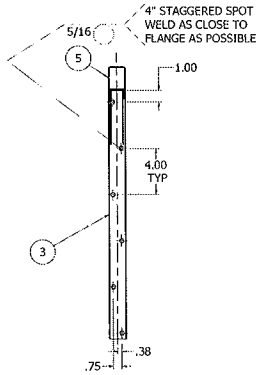
WB-0002005

SIDEWALL-CURB, REAR LIFT, 30" DOOR, 23' 158" W/B STD

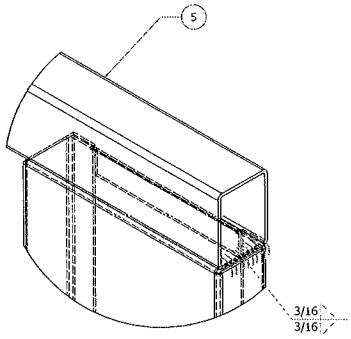
161 LBS | 1:12 | 0 | MFG. | 1 OF 2



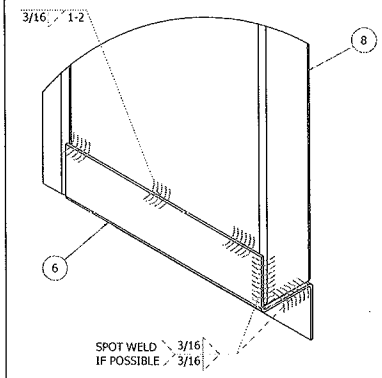
VIEW A TYP
BOX CHANNEL TO CANTRAIL
SPOT WELD DETAIL
VIEW FROM BELOW
SCALE 1:2



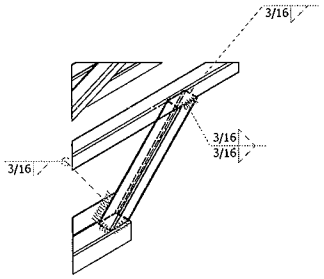
SECTION B-B TYP
MODULE TO MODULE
SPOT WELD DETAIL
SCALE 1:4
SHT-1: ZONE B4



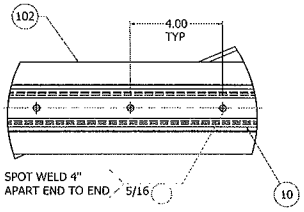
DETAIL C TYP
BOX CHANNEL TO CANTRAIL
SPOT WELD DETAIL
SCALE 1:1
SHT-1: ZONE B8



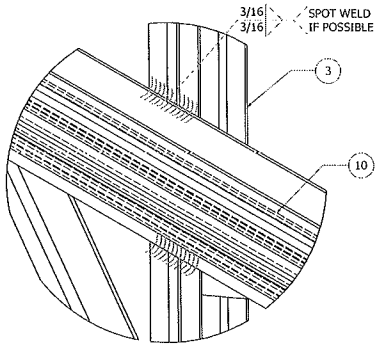
DETAIL D TYP
BOX CHANNEL TO Z-RAIL
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B6



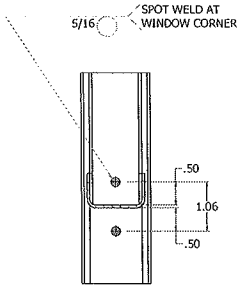
VIEW E TYP
WHEEL WELL TUBE WELD DETAIL
VIEW FROM CURBSIDE
SCALE 1:3



DETAIL F
SEAT TRACK TO HOLDER
SPOT WELD DETAIL
VIEW FROM BACKSIDE
SCALE 1 : 2



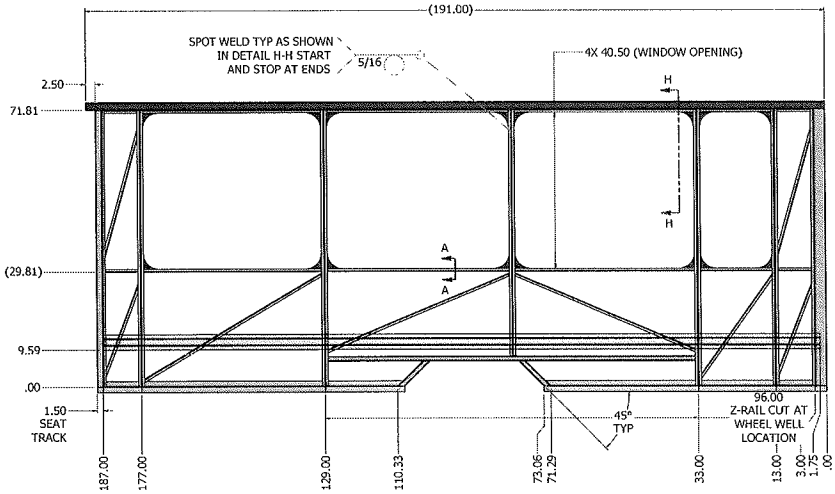
DETAIL G TYP
SIDE WALL MODULE TO SEAT TRACK HOLDER
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B6

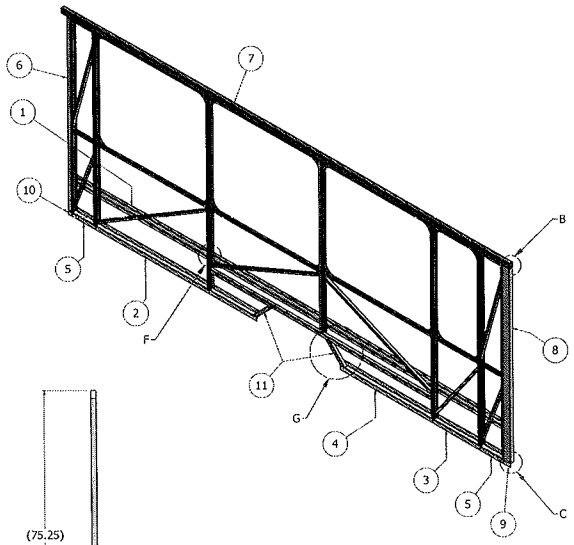


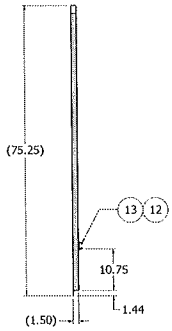
SECTION H-H
MODULE TO MODULE
SPOT WELD DETAIL
SCALE 1:1
ZONE C3

CHAMPION BUS INC.
WORLD BUS
W/B-0002005
SIDEWALL-CURB, REAR LIFT, 30" DOOR, 23' 158" W/B STD

ITEM	PART NUMBER	DESCRIPTION	LENGTH	STOCK NUMBER	QTY
1	WB-0001028-08	HOLDER, SEAT TRACK GALVANIZED			1
2	WB-0002040	SIDEWALL MODULE-48" WIN			1
3	WB-0002042	SIDEWALL MODULE-20" WIN			1
4	WB-0002043	SIDEWALL MODULE-96" WIN WW			1
5	WB-0002066	SIDEWALL MODULE-10"			2
6	WB-0002501-003	TUB, .065 X 1.50 X 1.50	71.75	WB-0002501	1
7	WB-0002505-017	TUB, .083 x 2.00 x 1.50	191.00	WB-0002505	1
8	WB-0002508	TUB, .065 X 3.00 X 1.50	71.75	WB-0002501	1
9	WB-0002522-018	ZEE, .060 X 1.50 X 1.50 X 1.50	3.00	WB-0002522	1
10	WB-0002522-035	ZEE, .060 X 1.50 X 1.50 X 1.50	1.50	WB-0002522	1
11	WB-0003071	TUBE PARALLEL CUT, WHEELWELL		WB-0002503	2
12	0377052-001	CHA, SEAT TRACK	120.00	0377052	1
13	0377052-012	CHA, SEAT TRACK	65.25	0377052	1







REL	DATE	ECN	DESCRIPTION	REV BY	APP'D	ZONE
	1/25/16		OVERALL LENGTH INCREASED FROM 184" TO 191"	AG - INDEPTH		
	10/14/15		SIDEWALL MODULE 48" WIN WW REPLACED BY 96" WIN WW AND QTY. OF 48" WIN REDUCED TO 1	BB - INDEPTH		
	9/29/15		SEAT TRACK HOLDER ADDED	BB - INDEPTH		C1-C5
DV-6	9/16/15		WB-0003071 TUBE DIMENSIONS CHANGED TO 1.25 X 1.25 FROM 1.375 X 1.375	BB - INDEPTH		C3,C4
DV-5	8/19/15		MODULAR DESIGN CHANGE	DS - INDEPTH		
DV-4	7/7/15		INTERIOR PANEL MOUNTING PLATE UPDATES	DS - INDEPTH		A5
DV-3	5/29/15					
DV-2	5/21/15		DIAGONAL TUBES AND WHEEL WELL UPDATES			
DV-1	4/27/15					

FOR PROTOTYPE ONLY

NOTE:
1. GRIND ALL WELDS FLUSH WITH INT. & EXT. WALL STUDS
2. SEE SHT 2 FOR DETAILS A-H
3. TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

CHAMPION 1976 - 1996

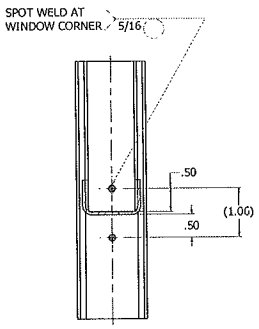
WELD BUS

WB-0002006

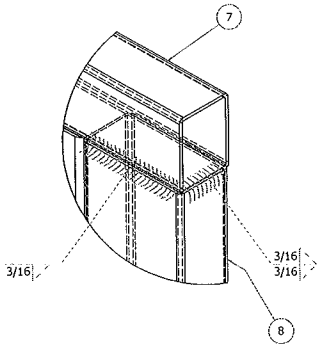
SIDEWALL - MODULAR, ROAD SIDE 23" 158" W/B STD

167 LBS | 1.12 | D | MFG. | 1 OF 2

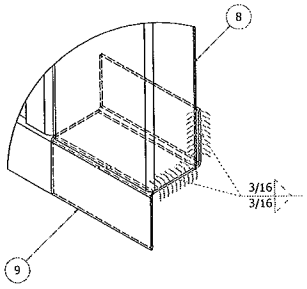
27 of 36



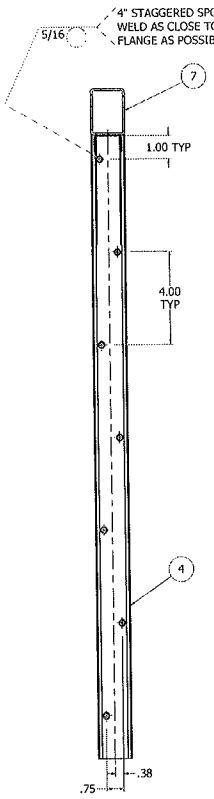
SECTION A-A
AT WINDOW CORNER
SPOT WELD DETAIL
SCALE 1:1
ZONE C3



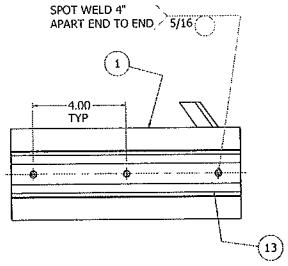
DETAIL B TYP
END TUBE TO CANTRAIL
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B8



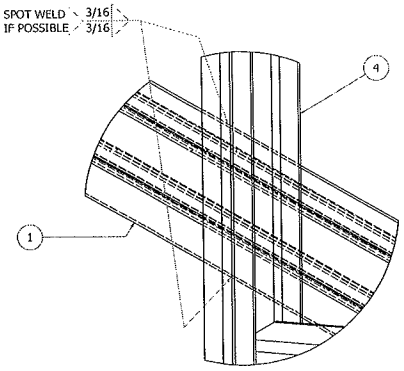
DETAIL C TYP
END TUBE TO Z-RAIL
WELD DETAIL
SCALE 1:1
SHT-1: ZONE B8



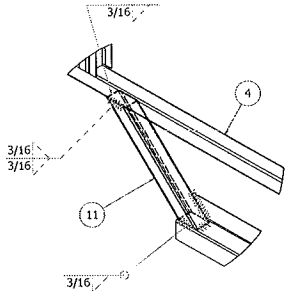
SECTION H-H TYP
MODULE SPOT WELD DETAIL
SCALE 1:2
SHT-1: ZONE B4



DETAIL E TYP
SEAT TRACK TO HOLDER
SPOT WELD DETAIL
VIEW FROM BACKSIDE
SCALE 1 : 2



DETAIL F TYP
SIDE WALL MODULE TO SEAT TRACK
HOLDER WELD DETAIL
SCALE 1:1
SHT-1: ZONE B7

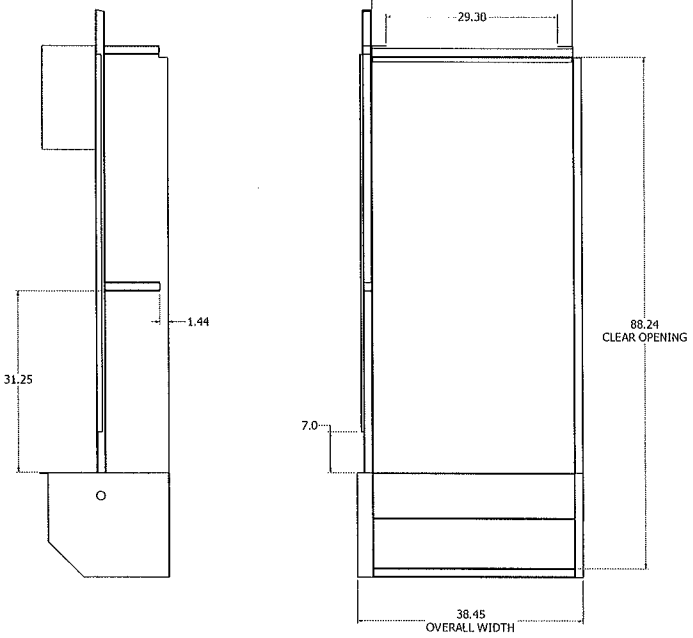


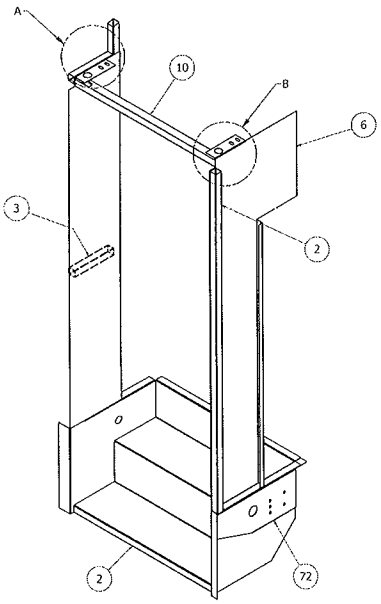
DETAIL G
WHEEL WELL TUBE
WELD DETAIL
SCALE 1:3

CHAMPION BUS INC.

TITLE	WORLD BUS
DWG NO	WB-0002006
	SIDEWALL - MODULAR, ROAD SIDE 23' 158" W/B STD
WEIGHT	187 LBS
SIZE	D
SCALE	1:12
SHEET	2 OF 2

ITEM	PART NUMBER	DESCRIPTION	LENGTH	STOCK NUMBER	QTY
2	WB-0003502	STEP WELDMENT, 30" DOOR		0377936	1
2	WB-0002501-003	TUB, .065 X 1.50 X 1.50	71.75	WB-0002501	1
3	WB-0002501-005	TUB, .065 X 1.50 X 1.50	9.50	WB-0002501	2
72	WB-0003110	PLATE, STEP RE-INFORCEMENT 96W ASSY			1
6	WB-0003112	WING FRONT 96 W			1
68	WB-0003156	TUBE REAR WING SUPPORT, R66, STD, STEP ASSY	79.75	WB-0002501	1
10	WB-0003124	HEADER ENTRY 30 DR, STEP ASSY		WB-0003123	1
75	WB-0003047	WING REAR, 96" W			1





REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-6	3/1/16		MODIFIED THE OVERALL DESIGN TO USE CURRENT CHALLENGER STEP AND DOOR HEADER	AG - INDEPTH		
DV-5	8/29/15		ITEMS 1,2 CHANGED DUE TO MODULAR DESIGN CHANGE	BB - INDEPTH		
DV-4	7/27/15		ITEM 7 DESCRIPTION UPDATED	BB - INDEPTH		
DV-3	5/29/15			AG - INDEPTH		
DV-2	5/26/15					

FOR PROTOTYPE ONLY

NOTE: TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

CHAMPION BUS, INC.

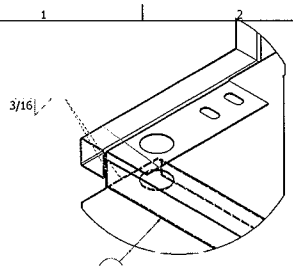
WORLD BUS

WB-0002008

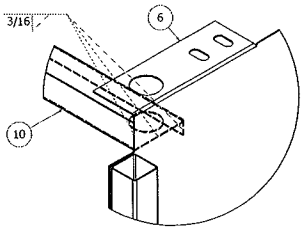
STEP ASSY 30" DOOR, 96 WIDE, STD FLOOR

105 LBS | 1/8 | D | M/G | 1 OF 2

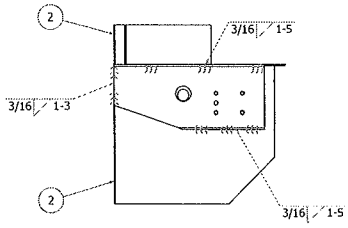
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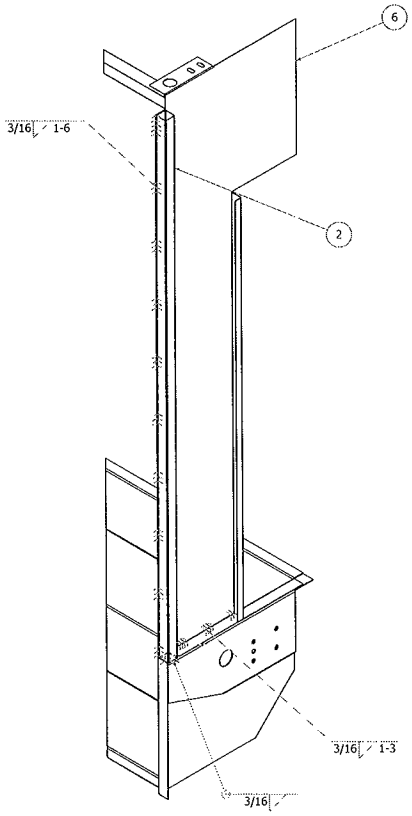
DETAIL A
DOOR HEADER TO REAR WING
WELD DETAIL
SCALE 1:2



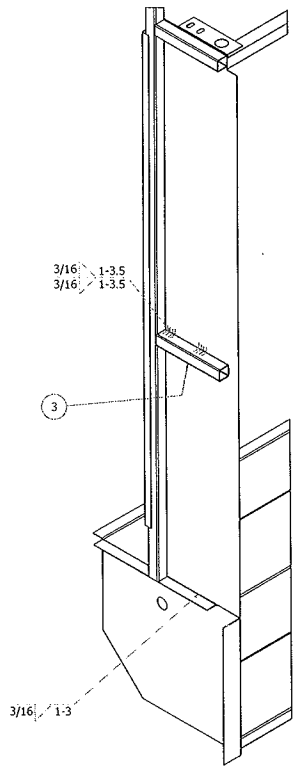
DETAIL B
DOOR HEADER TO FRONT WING
WELD DETAIL
SCALE 1:2



DETAIL C
REINFORCEMENT PLATE
TO STEP & TUBE WELD DETAIL
SCALE 1:6



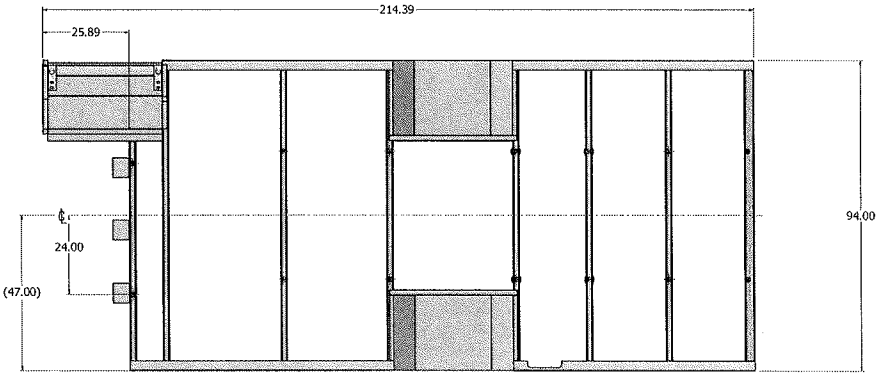
ISO FRONT VIEW
FRONT WING WELD DETAIL
SCALE 1:5

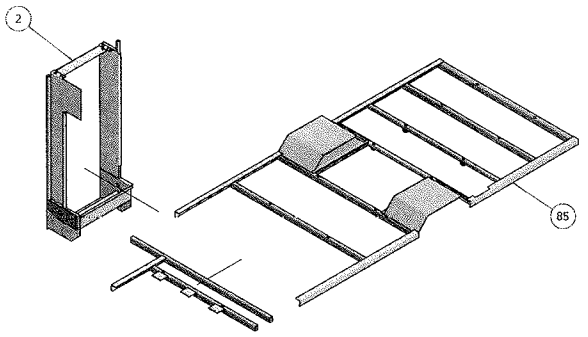


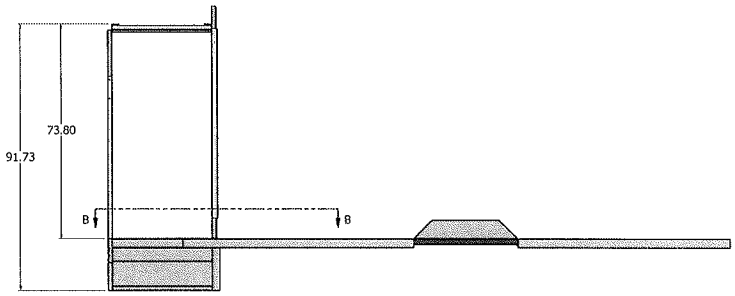
ISO REAR VIEW
REAR WING WELD DETAIL
SCALE 1:5

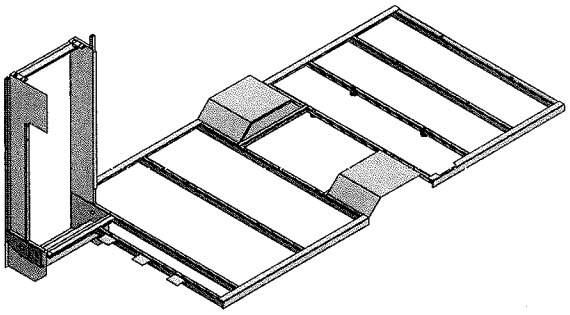
CHAMPION BUS INC.	TITLE: WORLD BUS		DWG NO: WB-2002003
			STEP ASSY 30" DOOR, 96 WIDE, STD FLOOR
			WEIGHT: 105 LBS

ITEM	PART NUMBER	DESCRIPTION	LENGTH	STOCK NUMBER	QTY
85	WB-0002002	FLOOR, 96 WIDE, 30" DOOR, 23' 158" W/B			1
2	WB-0002008	STEP ASSY 30" DOOR, 96 WIDE, STD FLOOR			1
86	WB-0002045	FLOOR FRONT END, STD, 30 DOOR, 96 WIDE			1
126	BatteryBox				1





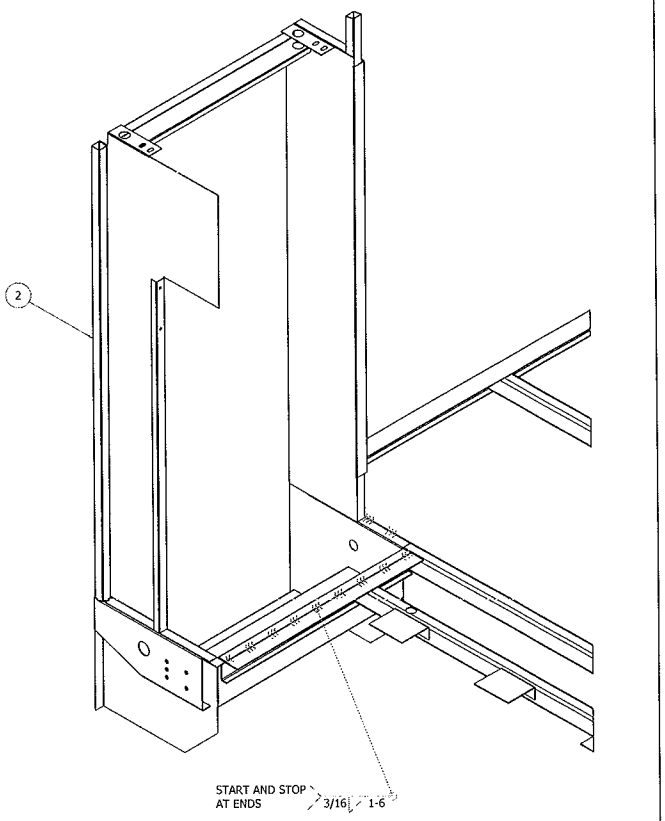




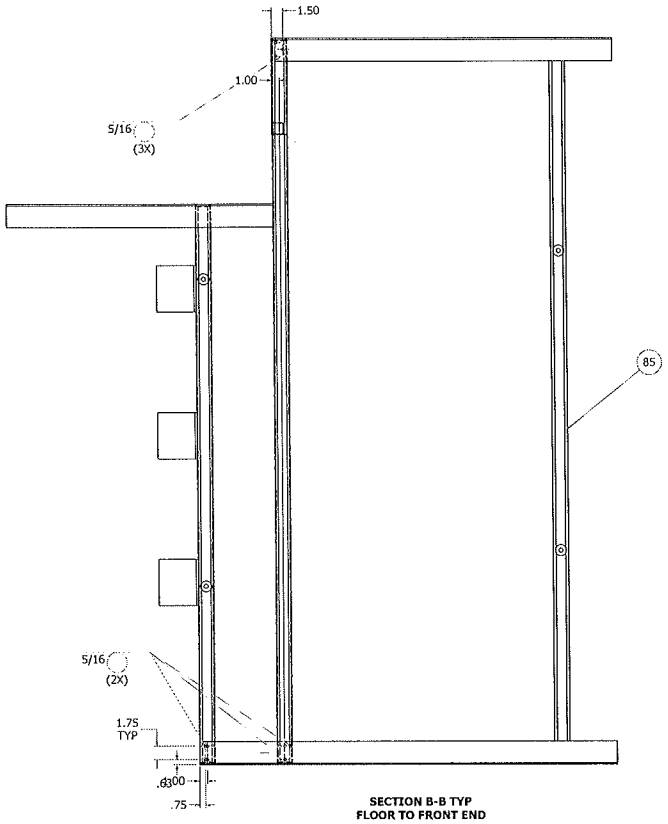
NOTE :
1. SEE SHEET 2 FOR DETAILS A AND B
2. TREATALL MIG WELDS WITH ANTI CORROSION SPRAY PROTECTANT

REL	DATE	ECN	DESCRIPTION	REV BY	APP'D	ZONE
DV-1	3/24/16					

CHAMPION BUS INC. | WORLD BUS | WB-0002011 | FLOOR & STEP, STD, 96 WIDE, 30 DOOR, 23-158 W/B | 497 LBS | 1:11 | D | MFG | 1 OF 2



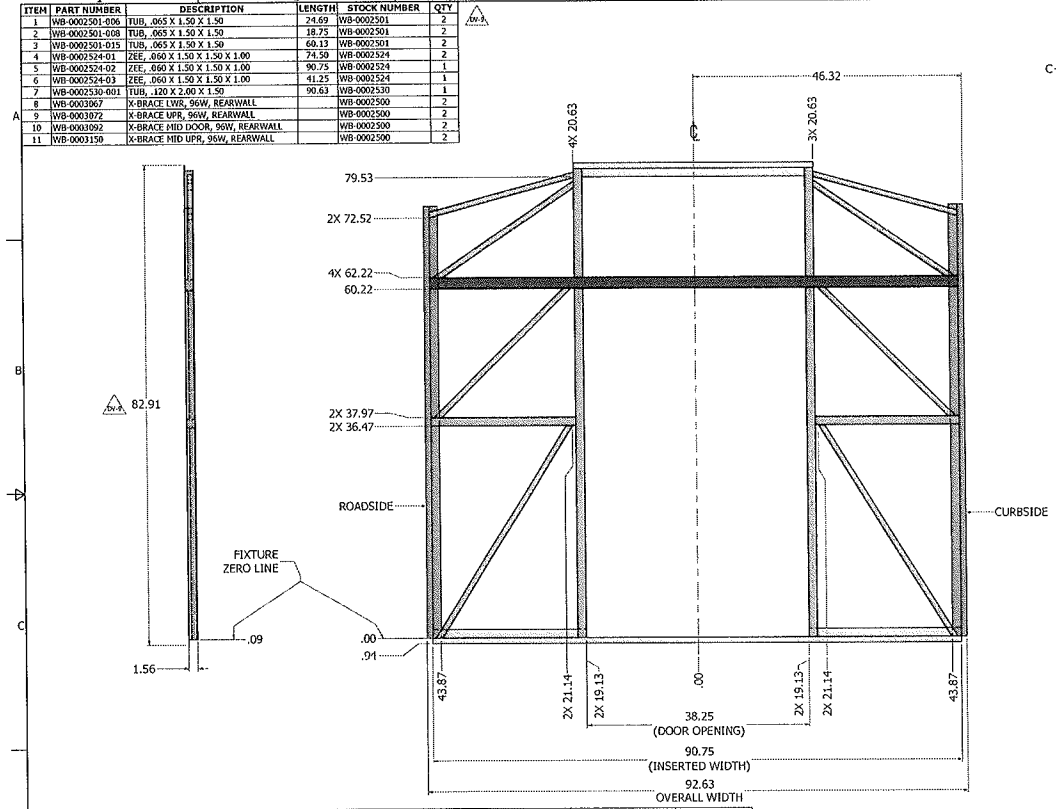
DETAIL A
SCALE 1:6
SHEET 1: ZONE B6

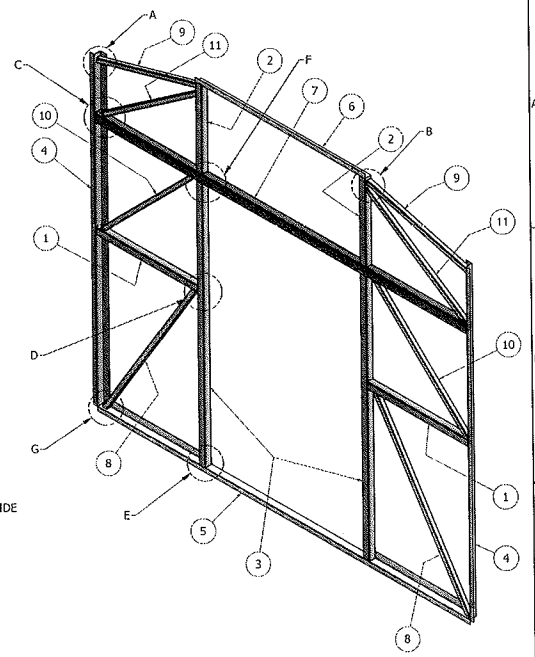


SECTION B-B TYP
FLOOR TO FRONT END
SPOT WELD DETAIL
SCALE 1:6

CHAMPION BUS, INC.	WORLD BUS	WB-00020L1
		FLOOR & STEP, STD, 96 WIDE, 30 DOOR, 23-158 W/B
		407 LBS 1:16 D HPG 2 OF 2

ITEM	PART NUMBER	DESCRIPTION	LENGTH	STOCK NUMBER	QTY
1	WB-0002501-006	TUB, .065 X 1.50 X 1.50	24.69	WB-0002501	2
2	WB-0002501-008	TUB, .065 X 1.50 X 1.50	18.75	WB-0002501	2
3	WB-0002501-015	TUB, .065 X 1.50 X 1.50	60.13	WB-0002501	2
4	WB-0002524-01	ZEE, .060 X 1.50 X 1.50 X 1.00	74.50	WB-0002524	2
5	WB-0002524-02	ZEE, .060 X 1.50 X 1.50 X 1.00	90.75	WB-0002524	1
6	WB-0002524-03	ZEE, .060 X 1.50 X 1.50 X 1.00	41.25	WB-0002524	1
7	WB-0002530-001	TUB, .120 X 2.00 X 1.50	90.63	WB-0002530	1
8	WB-0003067	X-BRACE LWR, 96W, REARWALL		WB-0002500	2
9	WB-0003072	X-BRACE UPR, 96W, REARWALL		WB-0002500	2
10	WB-0003092	X-BRACE MID DOOR, 96W, REARWALL		WB-0002500	2
11	WB-0003150	X-BRACE MID UPR, 96W, REARWALL		WB-0002500	2





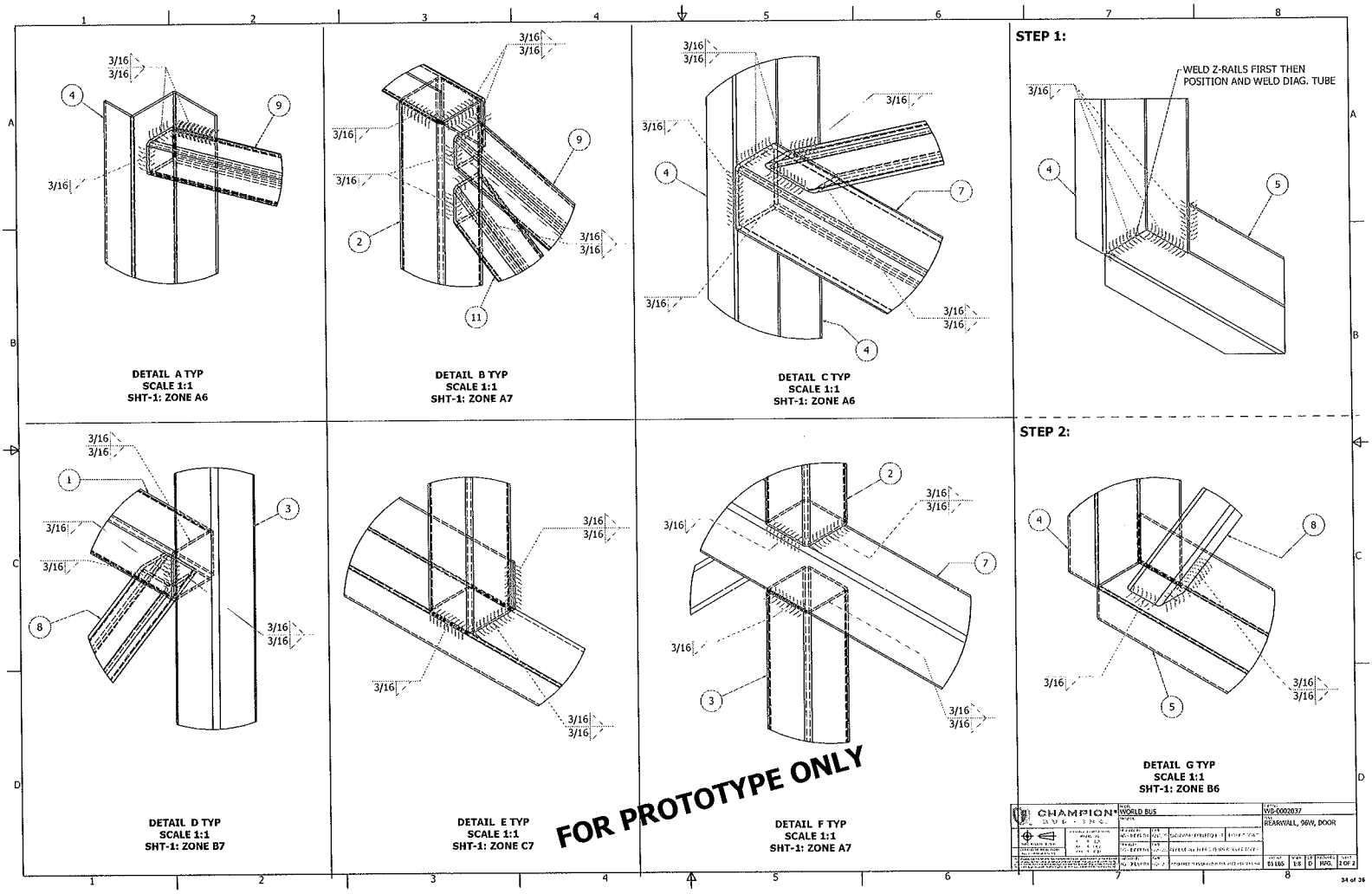
REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
DV-9	6/9/16		R66 UPGRADE NOTE ADDED OVERALL HEIGHT CHANGED, WAS 82.74", WB-0002501-008 LENGTH CHANGD, WAS 18.56" LOWER AND MID HEIGHT DIAGONAL TUBES CHANGED, WERE TRAPEZOIDAL CUT	DS - INDEPTH		
DV-8	4/11/16		ALL DIAGONALS CHANGED FROM 16GA TO 14 GA	AG - INDEPTH		
DV-7.1	3/30/16		WELD DETAILS UPDATED	DS - INDEPTH		
DV-7	3/24/16		WB-0002523-001, WB-0002523-002, WB-0002524 REMOVED WB-0002524-001, WB-0002524-002, WB-0002524-003 ADDED	DS - INDEPTH		
DV-6	3/21/16		WB-0003067, WB-0003092 CUT ANGLES CHANGED; WB-0003072 QUANTITY CHANGED WAS X4; WB-0003150 ADDED WB-0003067, WB-0003072, WB-0003092 MOVED CLOSER TO VERT. TUBES	DS - INDEPTH		
DV-5	3/14/16		WB-0003067, WB-0003072, WB-0003092, THICKNESS CHANGED FROM GAUGE 16 TO GAUGE 14	DS - INDEPTH		
DV-4	12/10/15		WB-0002524 OVERALL LENGTH CHANGED, WAS 62.44	AG - INDEPTH		
DV-3	11/10/15		WB-0003072 DESIGN CHANGE, QTY CHANGED, WAS 2	BB - INDEPTH		A6,A7,A8
			WB-0003067 REPLACED BY WB-0003073	BB - INDEPTH		B6,C8
			WB-0003067 ADDED	BB - INDEPTH		A6,B6 AND B8,C8
DV-2	7/29/15		WB-0002523-001, WB-0002523-001 CHANGED	BB - INDEPTH		A6,B6
DV-1	7/27/2015		WB-0003092 DESIGN CHANGE	DS - INDEPTH		

FOR PROTOTYPE ONLY

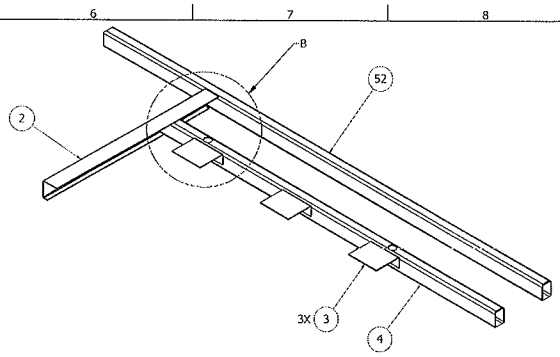
NOTE:
1. SEE SHT-2 FOR DETAILS A-G
2. FOR R66 UPGRADES REFER TO DRAWING # WB-0002600
3. TREAT ALL MIG WELDS WITH ANTI-CORROSION SPRAY PROTECTANT

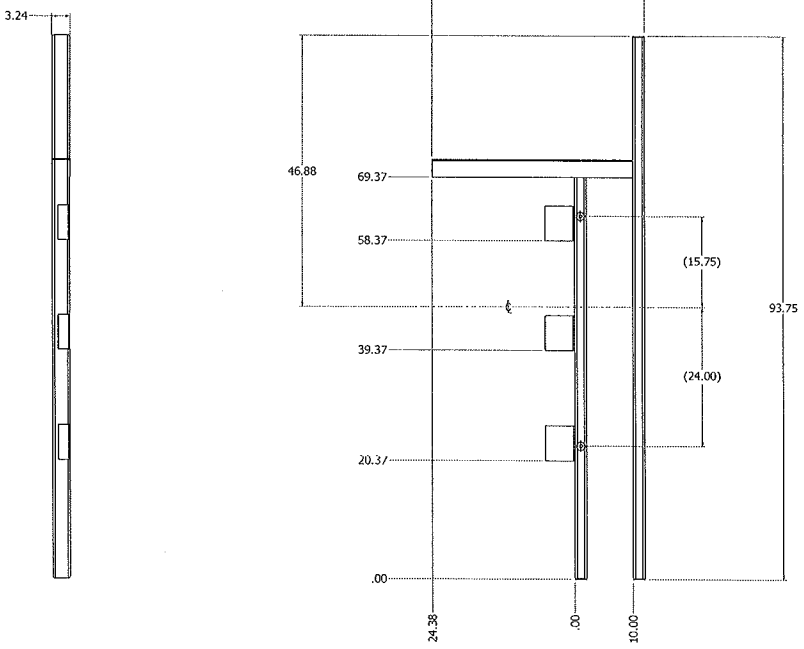
CHAMPION BUS INC.

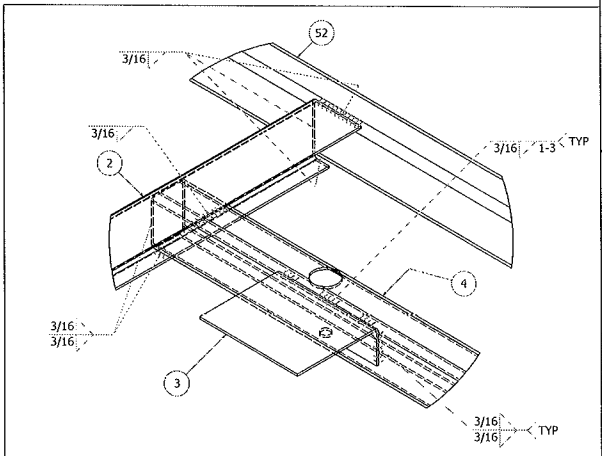
WORLD BUS	WB-0002037
	REARWALL, 96W, DOOR


DETAIL A TYP
SCALE 1:1
SHT-1: ZONE A6
DETAIL B TYP
SCALE 1:1
SHT-1: ZONE A7
DETAIL C TYP
SCALE 1:1
SHT-1: ZONE A6
STEP 1:
WELD Z-RAILS FIRST THEN
POSITION AND WELD DIAG. TUBE
DETAIL D TYP
SCALE 1:1
SHT-1: ZONE B7
DETAIL E TYP
SCALE 1:1
SHT-1: ZONE C7
DETAIL F TYP
SCALE 1:1
SHT-1: ZONE A7
STEP 2:
DETAIL G TYP
SCALE 1:1
SHT-1: ZONE B6
FOR PROTOTYPE ONLY
CHAMPION BUS INC.
WORLD BUS
V19-0002037
REARWALL, 96W, DOOR

ITEM	PART NUMBER	DESCRIPTION	QTY
2	WB-0002514-012	CHA, .120 X 3.00 X 3.24 X 1.00	1
3	WB-0002517-007	ANG, .120 X 5.00 X 2.00	3
4	WB-0003003	CROSSMEMBER CUT 96 WIDE, FRT END	1
52	WB-0002504-001	TUB, .120 X 3.00 X 2.00	1







DETAIL B
SCALE 1:2
SHEET 1: ZONE A6

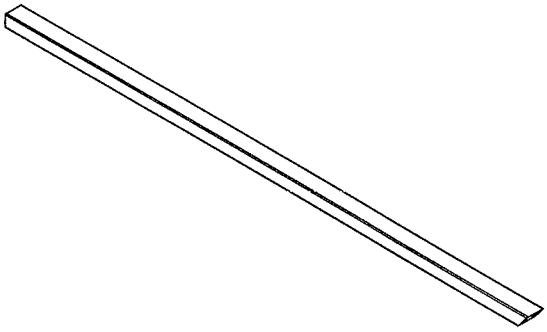
NOTE: TREAT ALL MIG WELDS WITH ANTI CORROSION SPRAY PROTECTION

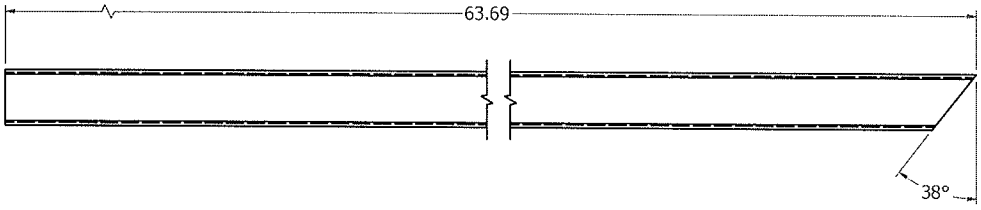
REL	DATE	ECN	DESCRIPTION	BY	APP'D	ZONE
			WB-0002515-001, 002, 003 REMOVED	DS - INDEPTH		
DV-3	7/5/16		WB-0002507-002 REPLACED BY WB-0002504-001			
DV-2	2/16/16		WB-0002514-012 MOVED BACK 1"	AG - INDEPTH		
DV-1	9/10/15			BB - INDEPTH		

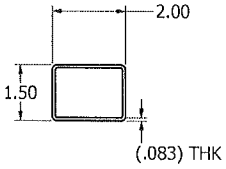
FOR PROTOTYPE ONLY

CHAMPION BUS, INC.

TYPE	WORLD BUS
SIZE	AS SHOWN
DWG NO	WB-0002045
TITLE	FLOOR FRONT END, STD, 30 DOOR, 96 WIDE
63 LBS	ES D MFG. 1 OF 1







FOR R66-PROTOTYPE ONLY

NOTE: MATERIAL COATING: G40 GALVANIZED

REL	DATE	ECN	DESCRIPTION	BY	APP'D
DV-1	3/23/16				

CHAMPION BUS INC.

THIRD ANGLE PROJECTION

ALL DIMENSIONS ARE IN: INCHES
UNLESS OTHERWISE NOTED

TOLERANCES EXCEPT AS NOTED
ANGLES: ±1°
.X ± .125
.XX ± .063
.XXX ± .010

MODEL: WORLD BUS			PART NO. WB-0003154
MATERIAL: STEEL, TUBE, 36 KSI MIN. YIELD			TITLE: TUBE HOOD SPRT UPR, STD, BODY
DESIGNED BY: AG - INDEPTH	DATE: 7/28/20	CAD DATA UPON REQUEST	DO NOT SCALE
DRAWN BY: DS - INDEPTH	DATE: 2/19/201	REMOVE ALL BURRS, CHIPS & SHARP EDGES	
CHECKED BY: DS - INDEPTH	DATE: 2/19/201	INTERPRET THIS DRAWING PER ANSI Y14.5M-1994	

WEIGHT:	SCALE:	SIZE:	PURCH/MFG:	SHEET:
10 LBS	1:2	B	MFG.	1 OF 1

36 of 36

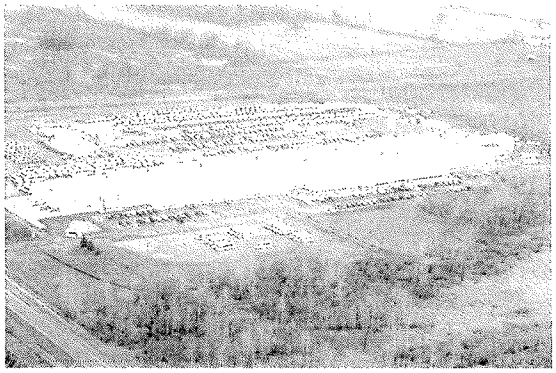
Champion Defender

CHAMPION®
REV GROUP

Champion Bus is a wholly-owned subsidiary of REV Group. Champion was founded in 1953 and in 1972 built the facilities that currently house the operation that began producing Cutaway buses in 1981.

Champion Bus is located on 73 acres in Imlay City, Michigan. With over 194,000 square feet of manufacturing space and 300 dedicated employees, we are able to produce over 1,500 mid-size buses per year.

Since 1999, Champion has been ISO certified and is currently registered as ISO 9001:2008. Champion was also the first bus company to be QVM certified by Ford Motor Company. The majority of the Champion Bus products have been tested under the Federal Transit Administrations requirements at the Altoona, Pennsylvania, testing facility and all products are in compliance with applicable Federal Motor Vehicle Safety Standards.



We at Champion Bus, Inc. continue to strive to be the best at Quality, service, delivery and price.

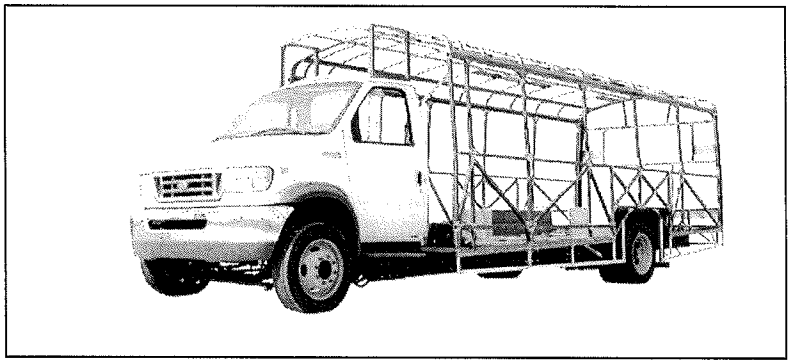
Quality

- Champion quality process is second to none. Our ISO compliant quality system is a living, breathing part of our business. Job Element Sheets (JES) are posted in critical areas of the plant and are audited regularly. Our full-time compliance staff ensures adherence to all applicable FMVSS standards, Ford Quality Vehicle Modifier (QVM), MVP and other regulations
- ISO Certified – Part of the ISO Certification process is being audited twice a year. During our annual yearly audit, we received one minor non-conformance the first visit and zero non-conformances the second inspection. This achievement happens rarely during an ISO surveillance audit.
- We have full Quality Control Department consisting of four full time quality control inspectors that report to a Quality Control Manager

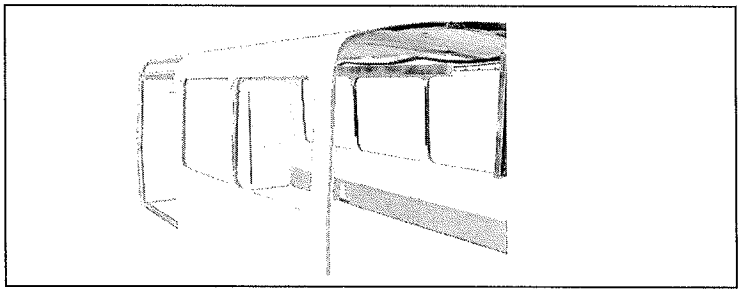
- Every unit is water and road tested. A full electrical function test is completed. Final buy off from QC and the employees is required for every unit produced. This is documented with the signed traveler that is placed in every unit file.
- Our Quality Policy is "Do it right the first time – every time".

Production

- Champion has twelve degreed and non-degreed engineers on staff to ensure, compliance, safety and durability.
- Champion has performed more Altoona tests than any other manufacturer, per the FTA web site.
- Champion's steel structure is superior. Because sidewall skin can deteriorate over the course of years, we test our structure for FMVSS 220 compliance with no exterior skin on the roof or sidewalls of the bus. No other cutaway company, to our knowledge, can make that claim.
- Champion uses the same structure on the 25-foot buses quoted here as we use on 38-foot buses, with superior results.
- 1 ½" x 1 ½" 16 gauge steel tube body construction provides unmatched safety in body construction. We provide one of the safest bus bodies in our industry.



- Bus Bodies are square, level and plumb prior to installation on the chassis. Other manufacturers attach their bodies to the chassis without using this methodology.



- Our proposal includes a floor plan layout that meets the requirements that you have specified.

- Our production facility builds a variety of great products that include low end transit buses to high end over the road coaches. We meet a variety of customer specifications and requirements.
- Champion specializes in unique, highly customized applications. Our product offerings can be seen on our two websites, www.championbus.com and www.generalcoachamerica.com

CHAMPION®
REV GROUP

- Champion has extensive experience in the transit and retail marketplace. Customers including CATA, FDOT, Pace Houston Metro, Parking Spot, Avis, and Budget have enjoyed Champion's high quality and unique styling.



Service & Parts

- Nationwide Service Network
- Experienced Factory Technical Support
- Available Field Technicians
- Strong vendor relationships, including aftermarket support and training, are provided by Champion and their vendors.
- At Champion Bus, the service continues after the sale, for the life of the bus.
- Same-day shipping on parts orders taken before 10 a.m.
- Online warranty system helps streamline claims submitted from our dealers.

June 30, 2017

Nashville MTA
430 Myatt Drive
Nashville, TN 37115

RE: RFP #2015561 Paratransit Heavy-Duty Vehicles

Champion Bus, Inc.

Sales Team

Name	Title	Years
Kurt Nagy	Champion Brand Manager	30
Kathy Gaffney	Transit Sales	25
Brian Beebe	Bid Manager	12

The Champion sales team is comprised of a seasoned professional staff that has years of experience in Transit sales. Our sales team has a half a century combined tenure to assist and complete the Nashville MTA project.

Kathy Gaffney and Brian Beebe will handle the Nashville MTA procurement. Kathy and Brian have extensive experience in the commercial bus procurement process. Both have worked on comprehensive bids at the OEM level. The agencies we have contracts with include SMART, MDOT, NJ Transit, PACE, Capital Metro, CARTS. We have also worked with DART, Houston Metro, CAL ACT on past successful contracts .

Kurt Nagy, Champion Brand Manager, has been with Champion Bus, Inc. in various roles including, Regional Sales Manager, National Accounts, and developed private label products with ABC Bus Companies and Navistar IC Commercial Bus. Kurt will oversee and assist Kathy and Brian with the Nashville MTA procurement.

EXHIBIT I: ADA Passenger Van, TYPE 1 (Sunset Paratransit Van) **Delivery Time: 120 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Passenger Van: Seating 4/2, 6/1, or 12/0 plus driver; Ford Transit or approved equal ***(Sunset Paratransit Van)***	$ 56,506.00	0%	**$ 56,506.00**
2	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
3	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
4	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
5	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
6	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
7	* Security/Surveillance Camera System: Three (3) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,065.00	0%	$ 1,065.00
8	* Mobility Lift	Included	0%	-
9	* Wheelchair Securement System	Included	0%	-
	ADJUSTED GRAND TOTAL PER ADA Passenger Van, TYPE 1			**63,056.00**

Texas Bus Sales, Inc.

Company Name

Dianne Ledet, General Manager-713-316-5229

Name and Title (Print)

Thursday, October 12, 2017

Date

EXHIBIT I: ADA Mini-Van, TYPE 7 (REV's ElDorado Amerivan) **Delivery Time: 120 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Mini-Van Conversion: Seating 5/0 or 0/2 plus driver; Dodge Grand Caravan SE or approved equal ***(REV's ElDorado Amerivan)***	$ 48,375.00	0%	$ 48,375.00
2	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
3	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
4	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
5	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
6	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
7	* Security/Surveillance Camera System: Three (3) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,065.00	0%	$ 1,065.00
8	* Mobility Lift	Included	0%	-
9	* Wheelchair Securement System	Included	0%	-
ADJUSTED GRAND TOTAL PER ADA Mini-Van, TYPE 7				**$ 54,925.00**

Texas Bus Sales, Inc.
Company Name

Dianne Ledet, General Manager-713-316-5229
Name and Title (Print)

Thursday, October 12, 2017
Date

EXHIBIT II: Light Duty E450 Cutaway Buses, TYPE 3 ***(REV's ElDorado Aerotech)*** **Delivery Time: 120 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Light Duty Cutaway Bus: Seating 14/2-16; Ford E450 or approved equal ***(REV's ElDorado Aerotech)***	$ 58,252.00	0%	$ 58,252.00
2	* Farebox: Diamond XV Rectangular Farebox or approved equal	$ 1,610.00	0%	$ 1,610.00
3	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
4	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
5	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
6	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
7	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
8	* Security/Surveillance Camera System: Four (4) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,420.00	0%	$ 1,420.00
9	* 12-Volt Accessory Power: Two switched, circuit breaker	$ 160.00	0%	$ 160.00
10	* Bike Racks: Sportsworks DL2 or approved equal	$ 1,850.00	0%	$ 1,850.00
11	* Passenger Stop Request: Control with both audible (chime) and visual (stop request) system	$ 510.00	0%	$ 510.00
12	* Public Address System: Radio System permitting driver to announce stops and provide other passenger information	$ 260.00	0%	$ 260.00
13	* Electronic Destination Signs: Luminator Horizon SMT automatic electronic destination sign system or approved equa	$ 8,000.00	0%	$ 8,000.00
14	* Automatic Voice Annunciation System	$ 8,340.00	0%	$ 8,340.00
15	* Mobility Lift	$ 5,480.00	0%	$ 5,480.00
16	* Wheelchair Securement System	$ 1,050.00	0%	$ 1,050.00
ADJUSTED GRAND TOTAL PER Light Duty E450 Cutaway Buses, TYPE 3				**$ 92,417.00**

Texas Bus Sales, Inc.

Company Name

Dianne Ledet, General Manager-713-316-5229

Name and Title (Print)

Thursday, October 12, 2017

Date

EXHIBIT III: Medium Duty Freightliner Cutaway Bus, TYPE 11 ***(REV's Champion Defender)*** **Delivery Time: 180 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Medium Duty Cutaway Bus: Seating 32/2; Freightliner or approved equal ***(REV's Champion Defender, Freightliner)***	$ 111,080.00	0%	$ 111,080.00
2	* Farebox: Diamond XV Rectangular Farebox or approved equal	$ 1,610.00	0%	$ 1,610.00
3	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
4	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
5	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
6	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
7	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
8	* Security/Surveillance Camera System: Four (4) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,420.00	0%	$ 1,420.00
9	* 12-Volt Accessory Power: Two switched, circuit breaker	$ 160.00	0%	$ 160.00
10	* Bike Racks: Sportsworks DL2 or approved equal	$ 1,850.00	0%	$ 1,850.00
11	* Passenger Stop Request: Control with both audible (chime) and visual (stop request) system	$ 510.00	0%	$ 510.00
12	* Public Address System: Radio System permitting driver to announce stops and provide other passenger information	$ 260.00	0%	$ 260.00
13	* Electronic Destination Signs: Luminator Horizon SMT automatic electronic destination sign system or approved equa	$ 8,000.00	0%	$ 8,000.00
14	* Automatic Voice Annunciation System	$ 8,340.00	0%	$ 8,340.00
15	* Mobility Lift	$ 6,480.00	0%	$ 6,480.00
16	* Wheelchair Securement System	$ 1,050.00	0%	$ 1,050.00
ADJUSTED GRAND TOTAL FOR 32 PASS 26k GVWR Freightliner				**$ 146,245.00**

Texas Bus Sales, Inc.

Company Name

Dianne Ledet, General Manager-713-316-5229

Name and Title (Print)

Thursday, October 12, 2017

Date

EXHIBIT III: Medium Duty Freightliner Cutaway Bus, TYPE 11 ***(REV's Champion Defender)*** **Delivery Time: 180 Days ARO**

**** Indicates that feature is not included in the base vehicle price.***

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Medium Duty Cutaway Bus: Seating 40/2; ~~Ford F650/~~Freightliner or approved equal ***(REV's Champion Defender, Freightliner)***	$ 113,580.00	0%	$ 113,580.00
2	* Farebox: Diamond XV Rectangular Farebox or approved equal	$ 1,610.00	0%	$ 1,610.00
3	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
4	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
5	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
6	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
7	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
8	* Security/Surveillance Camera System: Four (4) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,420.00	0%	$ 1,420.00
9	* 12-Volt Accessory Power: Two switched, circuit breaker	$ 160.00	0%	$ 160.00
10	* Bike Racks: Sportsworks DL2 or approved equal	$ 1,850.00	0%	$ 1,850.00
11	* Passenger Stop Request: Control with both audible (chime) and visual (stop request) system	$ 510.00	0%	$ 510.00
12	* Public Address System: Radio System permitting driver to announce stops and provide other passenger information	$ 260.00	0%	$ 260.00
13	* Electronic Destination Signs: Luminator Horizon SMT automatic electronic destination sign system or approved equa	$ 8,000.00	0%	$ 8,000.00
14	* Automatic Voice Annunciation System	$ 8,340.00	0%	$ 8,340.00
15	* Mobility Lift	$ 6,480.00	0%	$ 6,480.00
16	* Wheelchair Securement System	$ 1,050.00	0%	$ 1,050.00
	ADJUSTED GRAND TOTAL FOR 40 PASS 26k GVWR Freightliner			**$ 148,745.00**

Texas Bus Sales, Inc.
Company Name

Dianne Ledet, General Manager-713-316-5229
Name and Title (Print)

Thursday, October 12, 2017
Date

- Champion has extensive experience in the transit and retail marketplace. Customers including CATA, FDOT, Pace Houston Metro, Parking Spot, Avis, and Budget have enjoyed Champion's high quality and unique styling.



Service & Parts

- Nationwide Service Network
- Experienced Factory Technical Support
- Available Field Technicians
- Strong vendor relationships, including aftermarket support and training, are provided by Champion and their vendors.
- At Champion Bus, the service continues after the sale, for the life of the bus.
- Same-day shipping on parts orders taken before 10 a.m.
- Online warranty system helps streamline claims submitted from our dealers.

June 30, 2017

Nashville MTA
430 Myatt Drive
Nashville, TN 37115

RE: RFP #2015561 Paratransit Heavy-Duty Vehicles

Champion Bus, Inc.

Sales Team

Name	Title	Years
Kurt Nagy	Champion Brand Manager	30
Kathy Gaffney	Transit Sales	25
Brian Beebe	Bid Manager	12

The Champion sales team is comprised of a seasoned professional staff that has years of experience in Transit sales. Our sales team has a half a century combined tenure to assist and complete the Nashville MTA project.

Kathy Gaffney and Brian Beebe will handle the Nashville MTA procurement. Kathy and Brian have extensive experience in the commercial bus procurement process. Both have worked on comprehensive bids at the OEM level. The agencies we have contracts with include SMART, MDOT, NJ Transit, PACE, Capital Metro, CARTS. We have also worked with DART, Houston Metro, CAL ACT on past successful contracts .

Kurt Nagy, Champion Brand Manager, has been with Champion Bus, Inc. in various roles including, Regional Sales Manager, National Accounts, and developed private label products with ABC Bus Companies and Navistar IC Commercial Bus. Kurt will oversee and assist Kathy and Brian with the Nashville MTA procurement.

EXHIBIT I: ADA Passenger Van, TYPE 1 (Sunset Paratransit Van) **Delivery Time: 120 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Passenger Van: Seating 4/2, 6/1, or 12/0 plus driver; Ford Transit or approved equal ***(Sunset Paratransit Van)***	$ 56,506.00	0%	**$ 56,506.00**
2	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
3	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
4	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
5	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
6	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
7	* Security/Surveillance Camera System: Three (3) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,065.00	0%	$ 1,065.00
8	* Mobility Lift	Included	0%	-
9	* Wheelchair Securement System	Included	0%	-
	ADJUSTED GRAND TOTAL PER ADA Passenger Van, TYPE 1			**63,056.00**

Texas Bus Sales, Inc.

Company Name

Dianne Ledet, General Manager-713-316-5229

Name and Title (Print)

Thursday, October 12, 2017

Date

EXHIBIT I: ADA Mini-Van, TYPE 7 (REV's ElDorado Amerivan) **Delivery Time: 120 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Mini-Van Conversion: Seating 5/0 or 0/2 plus driver; Dodge Grand Caravan SE or approved equal ***(REV's ElDorado Amerivan)***	$ 48,375.00	0%	$ 48,375.00
2	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
3	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
4	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
5	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
6	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
7	* Security/Surveillance Camera System: Three (3) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,065.00	0%	$ 1,065.00
8	* Mobility Lift	Included	0%	-
9	* Wheelchair Securement System	Included	0%	-
ADJUSTED GRAND TOTAL PER ADA Mini-Van, TYPE 7				**$ 54,925.00**

Texas Bus Sales, Inc.
Company Name

Dianne Ledet, General Manager-713-316-5229
Name and Title (Print)

Thursday, October 12, 2017
Date

EXHIBIT II: Light Duty E450 Cutaway Buses, TYPE 3 ***(REV's ElDorado Aerotech)*** **Delivery Time: 120 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Light Duty Cutaway Bus: Seating 14/2-16; Ford E450 or approved equal ***(REV's ElDorado Aerotech)***	$ 58,252.00	0%	$ 58,252.00
2	* Farebox: Diamond XV Rectangular Farebox or approved equal	$ 1,610.00	0%	$ 1,610.00
3	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
4	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
5	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
6	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
7	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
8	* Security/Surveillance Camera System: Four (4) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,420.00	0%	$ 1,420.00
9	* 12-Volt Accessory Power: Two switched, circuit breaker	$ 160.00	0%	$ 160.00
10	* Bike Racks: Sportsworks DL2 or approved equal	$ 1,850.00	0%	$ 1,850.00
11	* Passenger Stop Request: Control with both audible (chime) and visual (stop request) system	$ 510.00	0%	$ 510.00
12	* Public Address System: Radio System permitting driver to announce stops and provide other passenger information	$ 260.00	0%	$ 260.00
13	* Electronic Destination Signs: Luminator Horizon SMT automatic electronic destination sign system or approved equa	$ 8,000.00	0%	$ 8,000.00
14	* Automatic Voice Annunciation System	$ 8,340.00	0%	$ 8,340.00
15	* Mobility Lift	$ 5,480.00	0%	$ 5,480.00
16	* Wheelchair Securement System	$ 1,050.00	0%	$ 1,050.00
ADJUSTED GRAND TOTAL PER Light Duty E450 Cutaway Buses, TYPE 3				**$ 92,417.00**

Texas Bus Sales, Inc.

Company Name

Dianne Ledet, General Manager-713-316-5229

Name and Title (Print)

Thursday, October 12, 2017

Date

EXHIBIT III: Medium Duty Freightliner Cutaway Bus, TYPE 11 ***(REV's Champion Defender)*** **Delivery Time: 180 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Medium Duty Cutaway Bus: Seating 32/2; Freightliner or approved equal ***(REV's Champion Defender, Freightliner)***	$ 111,080.00	0%	$ 111,080.00
2	* Farebox: Diamond XV Rectangular Farebox or approved equal	$ 1,610.00	0%	$ 1,610.00
3	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
4	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
5	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
6	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
7	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
8	* Security/Surveillance Camera System: Four (4) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,420.00	0%	$ 1,420.00
9	* 12-Volt Accessory Power: Two switched, circuit breaker	$ 160.00	0%	$ 160.00
10	* Bike Racks: Sportsworks DL2 or approved equal	$ 1,850.00	0%	$ 1,850.00
11	* Passenger Stop Request: Control with both audible (chime) and visual (stop request) system	$ 510.00	0%	$ 510.00
12	* Public Address System: Radio System permitting driver to announce stops and provide other passenger information	$ 260.00	0%	$ 260.00
13	* Electronic Destination Signs: Luminator Horizon SMT automatic electronic destination sign system or approved equa	$ 8,000.00	0%	$ 8,000.00
14	* Automatic Voice Annunciation System	$ 8,340.00	0%	$ 8,340.00
15	* Mobility Lift	$ 6,480.00	0%	$ 6,480.00
16	* Wheelchair Securement System	$ 1,050.00	0%	$ 1,050.00
ADJUSTED GRAND TOTAL FOR 32 PASS 26k GVWR Freightliner				**$ 146,245.00**

Texas Bus Sales, Inc.

Company Name

Dianne Ledet, General Manager-713-316-5229

Name and Title (Print)

Thursday, October 12, 2017

Date

EXHIBIT III: Medium Duty Freightliner Cutaway Bus, TYPE 11 ***(REV's Champion Defender)*** **Delivery Time: 180 Days ARO**

** Indicates that feature is not included in the base vehicle price.*

Item No.	Item Description	Unit Price	Quantity Discount	Total Price
1	Medium Duty Cutaway Bus: Seating 40/2; ~~Ford F650/~~Freightliner or approved equal ***(REV's Champion Defender, Freightliner)***	$ 113,580.00	0%	$ 113,580.00
2	* Farebox: Diamond XV Rectangular Farebox or approved equal	$ 1,610.00	0%	$ 1,610.00
3	* Emergency Kit: DOT Package (5# Fire Ext., 10 Unit F.A.K., Triangle Flare Kit, Body Fluid Clean-up Kit)	$ 150.00	0%	$ 150.00
4	* Security/Surveillance Camera System: Seon DVR: TX-8 or approved equal	$ 3,375.00	0%	$ 3,375.00
5	* Security/Surveillance Camera System: Seon Wireless Bridge: BA-032-0192 or approved equal	$ 540.00	0%	$ 540.00
6	* Security/Surveillance Camera System: Seon Hard-Drive for DVR: TX-H640 or approved equal	$ 1,015.00	0%	$ 1,015.00
7	* Security/Surveillance Camera System: Dash Camera Non-Infrared: BA-CJ803A20 or approved equal	$ 405.00	0%	$ 405.00
8	* Security/Surveillance Camera System: Four (4) Interior Cameras Infrared: BA-CQ803A20 or approved equal	$ 1,420.00	0%	$ 1,420.00
9	* 12-Volt Accessory Power: Two switched, circuit breaker	$ 160.00	0%	$ 160.00
10	* Bike Racks: Sportsworks DL2 or approved equal	$ 1,850.00	0%	$ 1,850.00
11	* Passenger Stop Request: Control with both audible (chime) and visual (stop request) system	$ 510.00	0%	$ 510.00
12	* Public Address System: Radio System permitting driver to announce stops and provide other passenger information	$ 260.00	0%	$ 260.00
13	* Electronic Destination Signs: Luminator Horizon SMT automatic electronic destination sign system or approved equa	$ 8,000.00	0%	$ 8,000.00
14	* Automatic Voice Annunciation System	$ 8,340.00	0%	$ 8,340.00
15	* Mobility Lift	$ 6,480.00	0%	$ 6,480.00
16	* Wheelchair Securement System	$ 1,050.00	0%	$ 1,050.00
	ADJUSTED GRAND TOTAL FOR 40 PASS 26k GVWR Freightliner			**$ 148,745.00**

Texas Bus Sales, Inc.
Company Name

Dianne Ledet, General Manager-713-316-5229
Name and Title (Print)

Thursday, October 12, 2017
Date

EXHIBIT B

Warranty Provisions - Fort Bend County Public Transportation

Warranty Provisions

Contractor Warranty: These warranties described are in addition to any statutory remedies or warranties imposed on the Contractor. Consistent with this requirement, the Contractor warrants and guarantees to Fort Bend County Public Transportation each complete bus, and specific subsystems and components as follows. Performance requirements based on design criteria shall not be deemed a warranty item.

Voiding of Warranty

The warranties shall not apply to the failure of any part or component of the bus that directly results from misuse, negligence, accident, or repairs not conducted in accordance with the Contractor provided maintenance manuals and with workmanship performed by adequately trained personnel in accordance with recognized standards of the industry. The warranty shall also be void if Fort Bend County Public Transportation fails to conduct normal inspections and scheduled preventive maintenance procedures as recommended in the Contractor's maintenance manuals and that omission caused the part or component failure. Fort Bend County Public Transportation shall maintain documentation, auditable by the Contractor, verifying service activities in conformance with the Contractor's maintenance manuals.

Exceptions and Additions to Warranty

The warranties shall not apply to the following items scheduled maintenance items, normal wear-out items, and items furnished by the purchaser, except insofar as such equipment may be damaged by the failure of a part or component for which the Contractor is responsible.

Detection of Defects

If Fort Bend County Public Transportation detects a Defect within the warranty periods defined in "Warranty Provisions" it will within 20 working days, notify the Contractor's representative. Within 5 working days after receipt of notification, the Contractor's representative will either agree that the Defect is in fact covered by warranty, or reserve judgment until the subsystem or component is inspected by the Contractor's representative or is removed and examined at Fort Bend County Public Transportation's property or at the Contractor's plant. At that time, the status of warranty coverage on the subsystem or component will be mutually resolved between Fort Bend County Public Transportation and the Contractor. Work will commence to correct the Defect within 10 working days after receipt of notification and will be conducted in accordance with "Repairs by Contractor".

Scope of Warranty Repairs

When warranty repairs are required, Fort Bend County Public Transportation and the Contractor's representative will agree within 5 working days after notification on the most appropriate course for the repairs and the exact scope of the repairs to be performed under the warranty. If no agreement is obtained within the 5-day period, Fort Bend County Public Transportation reserves the right to commence the repairs in accordance with "Repairs by Fort Bend County Public Transportation ".

Repair Procedures

Repair Performance: The Contractor is responsible for all warranty-covered repair work. To the extent practicable, Fort Bend County Public Transportation will allow the Contractor or its designated representative to perform such work. At its discretion, Fort Bend County Public Transportation may perform such work if it determines it needs to do so based on transit service or other requirements. Such work will be reimbursed by the Contractor.

Repairs by Contractor: The Contractor or its designated representative will begin work on warranty-covered repairs, within 3 working days after receiving the vehicle from Fort Bend County Public Transportation. Fort Bend County Public Transportation will make the bus available to complete repairs timely with the Contractor repair schedule. The Contractor will provide at its own expense all spare parts, tools, and space required to complete repairs. Repair procedures will be diligently pursued by the Contractor. The vehicle will be returned by the Contractor once the warranty repairs are completed.

Repairs by Fort Bend County Public Transportation

Contractor Supplied Parts: Contractor will supply new parts for warranty-covered repairs being performed by Fort Bend County Public Transportation. These parts will be shipped prepaid to Fort Bend County Public Transportation from any source selected by the Contractor within 10 working days of receipt of the request for said parts. Parts supplied by the Contractor will be Original Equipment Supplier (OEM) equivalent or superior to that used in the bus original manufacture. Failed part must be returned before before the new part will be reimbursed.

Failure Analysis: The Contractor will, upon specific request of Fort Bend County Public Transportation, provide a failure analysis of fleet defect- or safety-related parts, or major components, removed from buses under the terms of the warranty, that could affect fleet operation. Such reports will be delivered within 60 days of the receipt of failed parts.

Reimbursement for Labor: Fort Bend County Public Transportation will be reimbursed by the Contractor for labor. The amount will the manufacturer's standard warranty labor rate.

Reimbursement for Parts: Fort Bend County Public Transportation will be reimbursed by the Contractor for defective parts and for parts that must be replaced to correct the Defect. The reimbursement will be at the current price at the time of repair and will include taxes.

Reimbursement Requirements: The Contractor will reimburse Fort Bend County Public Transportation for warranty labor and/or parts within 60 days of receipt of warranty claim.

EXHIBIT C

Friday, December 01, 2017

James Hoss
Operations Manager,
Fort Bend County Public Transportation
12550 Emily Court, Ste. 400
Sugar Land, TX 77478
(281)633-7433
james.hoss@fortbendcountytx.gov

Dear Mr. Hoss:

I am writing following up the numerous conversation and meeting we have had regarding Fort Bend County Public Transportation purchasing of transit vehicles. Describe in this letter is Texas Bus Sales warranty process. Attached is a Warranty Provisions document that is specific to Transit Vehicles being procured by Fort Bend County Public Transportation. ***TEXAS BUS SALES*** continually strives to provide the highest quality products and service available in the marketplace. If a problem with your new vehicle arises, we are dedicated to resolving it in a timely manner. This is accomplished by our Contract Administrator who is dedicated to streamlining all of our customer's warranty needs.

In order to address problems with your new vehicle as efficiently as possible, please contact Laurie Rickaway, our Contract Administrator or Adolph Ramirez, our Service Writer at (713) 956-5100. When you call, describe the problem in as much detail as possible. Provide as much diagnostic information as you can - such as tests that have been conducted, driver information, frequency of problem, etc. Upon receipt of your call, Texas Bus Sales will schedule your vehicle for repairs at our Dealership. If it is a chassis related warranty issue we will deliver the vehicle to the chassis warranty service center and administer the warranty. If you experience problems with your new vehicle outside of normal business hours (and it is imperative that it is repaired outside of normal business hours) an exception can be allowed for a repair service center to perform a warranty repair without warranty authorization. In order to process the warranty you must contact Texas Bus Sales at the beginning of the next business day and obtain a warranty authorization number Reimbursement or credit for parts used will only be issued upon return and receipt of the defective part and a completed invoice.

Please note that all warranty repairs handled by anyone other than a Texas Bus Sales authorized warranty service center must be approved in advance prior to repairing your vehicle. Once Texas Bus Sales approves a repair service center to perform a warranty repair, they will be given a warranty authorization number for repairs being performed. That number must appear on any invoice to Texas Bus Sales in order for warranty reimbursement to be paid.

Attached is the procedure for all warranty repairs that are being handled by anyone other than a Texas Bus Sales authorized warranty service center. Please review these procedures carefully and disseminate them to the proper personnel at your organization. Deviations to these procedures may jeopardize your vehicles warranty and your reimbursement for parts and labor performed by you that is covered under warranty.

If you have any questions regarding the warranty process, please contact Laurie Rickaway, the Warranty Administrator. We hope this procedure will ease the warranty claims process. Thank you for your business. We look forward to helping provide your transportation solutions. If I can answer additional questions I can be reached at 713-681-3600, ext 225.

Sincerely,

Darryl Rickaway

President, CEO
Texas Bus Sales, Inc.

WARRANTY PROCEDURES

1. Prior to warranty repairs being performed by anyone other than a Texas Bus Sales authorized warranty service center the repair service center must obtain a warranty authorization number and dollar amount approval for all PARTS and LABOR for warranty repairs for each transaction.

2. To obtain a warranty authorization number call Texas Bus Sales' Warranty Administrator or Service Writer at (713) 956-5100. When calling, the repair service center must have the CHASSIS MANUFACTURER'S VIN NUMBER along with the BODY MANUFACTURER'S, SERIAL NUMBER, CURRENT MILEAGE and IN-SERVICE or DELIVERY DATE.

3. During the call, describe the problem in as much detail as possible. Provide as much diagnostic information as possible. With that information the Warranty Administrator or Service Writer can generally prescribe the procedure to correct the problem. ***The amount of time allowed for a repair is set by the manufacturer in their Flat Rate Warranty Manuals. That flat rate will be provided by the Warranty Administrator. Exceptions to the number of hours it takes to perform a warranty repair must be agreed to by the Warranty Administrator. The hourly billing rate must be approved in advance by Texas Bus Sales***.

3. If replacement parts are required to correct the problem then parts will be shipped ground freight from the manufacturer or from Texas Bus Sales. There is an additional charge for overnight freight. Overnight freight charges are not covered under warranty. All replacement parts will be invoiced upon shipment. Reimbursement or credit for parts ordered will be issued upon return and receipt of the defective part and a completed invoice.

4. Defective parts must be returned within fourteen (14) days in order to receive reimbursement or credit and must include a copy of the invoice of the originally shipped items. Each part returned MUST be tagged with the proper identification listed below:

   WARRANTY AUTHORIZATION NUMBER
   DATE
   CUSTOMER NAME
   DESCRIPTION OF PART
   PROBLEM WITH THE PART
   VEHICLE SERIAL NUMBER
   IN-SERVICE DATE OF VEHICLE
   MILEAGE OF VEHICLE

   NOTE: Only defective parts or parts which cannot be re-used are subject to warranty reimbursement. Parts replaced for convenience are not considered warranty items.

5. All claims for reimbursement of warranty repairs must include a complete breakdown of all LABOR AND MATERIALS. The repair service center must describe in detail the circumstances of the failure as well as the corrective action taken. They should include all necessary details to support the claim and any receipts for sublet repairs. ***Towing is not covered outside of the Chassis Manufacturer's stated warranty***. Indicate the number of hours and the hourly rate in the claim. Incomplete explanations will delay the claim and may lead to denial or credit when credit may be justified

ALL CLAIMS FOR WARRANTY MUST BE RECEIVED BY TEXAS BUS SALES NO LATER THAN FOURTEEN (14) DAYS AFTER THE WORK WAS COMPLETED. THE VEHICLE MANUFACTURER WILL NOT HONOR CLAIMS THAT ARE NOT TURNED IN WITHIN THIS TIME FRAME.

CUSTOMER ACKNOWLEDGMENT;

Print Name; _____ Signature; _____

Title; _____ Date; _____

EXHIBIT D

Friday, December 01, 2017

James Hoss
Operations Manager,
Fort Bend County Public Transportation
12550 Emily Court, Ste. 400
Sugar Land, TX 77478
(281)633-7433
james.hoss@fortbendcountytx.gov

Dear Mr. Hoss:

I am writing following up the numerous conversation and meeting we have had regarding Fort Bend County Public Transportation purchasing of transit vehicles. First of all let me state that Texas Bus Sales affirms that we have not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to an employee or family member of an employee in connection with the Pricing Proposal we submitted. Texas Bus Sales also guarantees that the products offered will meet or exceed specifications identified in the solicitation for Transit Vehicles

During the production of the Transit Vehicles a designated inspector may be represented at the Transit Vehicle manufacturing plant for the purpose of inspecting the vehicles under this specific procurement. The inspector, with the cooperation of the Manufacturer, shall have the right to inspect all materials and workmanship at any time during the manufacturing process. The inspector shall also have the right to reject all materials and workmanship that do not conform to the specifications; provided, however, that the purchaser is under no duty to make such an inspection. If such aforementioned inspection(s) by purchaser is (are) made or is (are) not made, the vendor shall not be relieved of any obligation to furnish materials and workmanship strictly in accordance with specifications.

When the Transit Vehicles have completed production and passed final inspection at the manufacturing plant they will be delivered to (Texas Bus Sales) the dealer where we will perform the Pre-Delivery Service. The following service shall be performed on all Transit Vehicles prior to delivery to Fort Bend County Public Transportation:

(a) Predelivery inspection certified with an affixed Texas Motor Vehicle Inspection DOT Certificate.
(b) Fluid levels checked and serviced with proper grade fluid;
(c) Chassis lubrication;
(d) Exterior wash and interior cleaning;
(e) Fuel system(s) filled to capacity.
(f) Four wheel alignment;
(g) A/C service
(h) Wheelchair lift service (adjustment as-needed)
(i) Weight certificate

Upon completion of the predelivery service Texas Bus Sales' Contract Administrator *(Laurie Rickaway is the designated Contract Administrator for this contract)* or General Manager *(Dianne Ledet is Texas Bus Sales GM)* or Darryl Rickaway Texas Bus Sales President/CEO will contact your Agency and schedule the delivery of the completed vehicle. One of the above mentioned Managers or Texas Bus Sales Service Foreman *(Delbert Walton)* will accompany each scheduled delivery. Vehicles will be delivered FOB to the address (es) shown on the purchase order between the hours of 8 a.m. and 4 p.m., Monday through Friday, excluding county holidays. All vehicles will be delivered complete and ready for use. All parts necessary for operation or which are normally furnished as standard equipment will be furnished whether specified or not.

At the time of the scheduled delivery at the designated point of delivery, the bus will undergo Fort Bend County Public Transportation's tests as defined in the solicitation. Acceptances will take place after the vehicle(s) has undergone the pre-acceptance inspection for the purpose of determining if all requirements of the solicitation and advertised specifications have been met or exceeded.

In the event the vehicle(s) does not meet one or more of the specification requirements we understand the vehicle may be rejected. If the vehicle is rejected, Texas Bus Sales will request a written notification list of all discrepancies and we will begin work within three (3) working days after receiving of failure of acceptance notice. Texas Bus Sales will provide, at its own expense, all spare parts, tools, and space required to complete the repairs. Once the discrepancies are corrected the vehicle will be re-delivered

Should the pre-acceptance inspection determine that the vehicle(s) meets or exceeds the requirements of the bid package and advertised specifications, the vehicle(s) will be expected to be accepted and the payment processes initiated.

DOCUMENTS THAT ARE FURNISHED AT TIME OF DELIVERY

1. Manufacturer's standard warranty and service policies for the chassis. If separate warranties are available for the following, they shall be furnished:

    1. 1. Body

    1. 2. Air Conditioner

    1. 0. Wheelchair lift

2. Parts and operating manual(s) providing complete operating and maintenance instructions for all installed equipment. The manual(s) shall include recommended servicing intervals.

3. Color-Coded Diagram(s) showing the complete, as-built electrical wiring of the vehicle. The color coding on the alternative fuel system electrical schematic drawing shall match that of the rest of the vehicle wiring.

4. **Manufacturer's Statement of Origin (MSO).** NOTE: Agency needs to notify the Dealer if when registering the vehicle title, the Dealer needs to record a lien on the title, naming the Texas Department of Transportation, Public Transportation Division as lien holder

5. Certification that the GVW rating is not exceeded by the vehicle as equipped.

6. Vehicle manufacturer certification that the air conditioner meets or exceeds the air conditioner performance specifications.

7. Altoona Test Report if required in accordance with 49 CFR 665.

8. Buy America Post Delivery Certification.

9. FMVSS Compliance Certification.

Please review our process and let me know if you have any questions. We are very proud that for more than thirty (30) years we have represented the leading manufacturers of small and mid-size buses in America and we look forward to the opportunity of doing for Fort Bend County Public Transportation the same thing we have been able to do for so many other Transit Agencies like yours that operate transit service. I look forward to helping provide your transportation solutions. I can be reached at 713-316-5225.

Sincerely,

Darryl Rickaway

President, CEO

Texas Bus Sales, Inc.