



PURCHASE ORDER INSTRUCTIONS

ALL PACKAGES MUST BE ACCOMPANIED BY A PACKING SLIP.
REFERENCE PURCHASE ORDER NUMBER, PURCHASE ORDER LINE NUMBER, AND
NJT CATLOG NUMBER ON ALL INVOICES, PACKING SLIPS AND BILLS OF LADING.
INVOICES WITHOUT PURCHASE ORDER NUMBERS WILL BE RETURNED. VENDOR
MUST SUPPLY ORIGINAL NON-CONSTRUCTION INVOICE AND ANY FREIGHT BILLS IN
EXCESS OF \$100 TO:

E-MAIL: INVOICES@NJTRANSIT.COM

**IMPORTANT - ONE INVOICE AND ALL OF ITS SUPPORTING DOCUMENTS MUST BE
INCLUDED IN A PDF FORMAT.**
**PURCHASE ORDER NUMBER -INVOICE NUMBER. MULTIPLE FILES MAY BE INCLUDED
IN ONE E-MAIL.**
CONSTRUCTION INVOICES SHOULD CONTINUE TO BE SENT TO THE CONSTRUCTION
MANAGER.
VENDOR MUST ALSO SUPPLY A COPY OF INVOICE(S) TO CONSIGNEE.
VENDOR: IF PRICE ON PO DOES NOT MATCH, DO NOT SHIP MATERIAL, CONTACT
BUYER.

THE TERMS AND CONDITIONS THAT APPLY TO THIS PURCHASE
ORDER, AND TO WHICH THE VENDOR AGREES CAN BE LOCATED
BY CLICKING THE BELOW LINK:

https://njtransit.com/NJT_TermsAndConditions

PURCHASE ORDER NO	REV NO
240032209	0
VENDOR NO	ISSUE DATE
██████████	05/27/24
DATE CHANGED	PAGE NO
	1

SUPPLIER:		SHIP TO:		BILL TO:	
Hoekstra Transportation Inc 3741 ROGER B CHAFFEE MEM BLVD SE GRAND RAPIDS, MI, 49548		NEWARK HEADQUARTERS NJ TRANSIT HEADQUARTERS ONE PENN PLAZA EAST NEWARK, NJ 07105-2246		NEWARK HEADQUARTERS NJ TRANSIT HEADQUARTERS ONE PENN PLAZA EAST NEWARK, NJ 07105-2246	
BUYER:				NJ TRANSIT IS EXEMPT FROM NJ SALES & USE TAXES PURSUANT TO SECT 9(A)(1), OF NJSA 54:32B-1 ET SEQ. FEDERAL T.I.N.: TAX EXEMPT #S	
TERMS	FREIGHT TERMS	FOB	QUOTATION NO		
NET 45	100	DESTINATION			

NJ TRANSIT ETHICS CODE: NJ TRANSIT IS AN INSTRUMENTALITY OF THE STATE OF NEW JERSEY AND ITS EMPLOYEES AND OFFICERS AND MEMBERS OF THE NJ TRANSIT BOARD OF DIRECTORS ARE PUBLIC SERVANTS AND ARE GOVERNED BY CIVIL AND CRIMINAL LAWS THAT CONTROL HOW NJ TRANSIT AND ITS PERSONNEL CONDUCT BUSINESS WITH VENDORS, CONTRACTORS AND CONSULTANTS. THESE PROVISIONS INCLUDE THE CONFLICTS OF INTEREST LAW, NJSA 52:13D-12; THE GIFTS TO PUBLIC SERVANTS LAW, NJSA 2C:27-6; AND THE COMPENSATION FOR PAST OFFICIAL BEHAVIOR LAW, NJSA 2C:27-4. THESE PROVISIONS CONTAIN UNEQUIVOCAL AND STRINGENT RESTRICTIONS RELATING TO GIFTS AND GRATUITIES BY ANY NJ TRANSIT EMPLOYEE OR ANY PERSON, COMPANY OR ENTITY DOING BUSINESS WITH OR WANTING TO DO BUSINESS WITH NJ TRANSIT. THE TERM "GIFT" INCLUDES ALL THINGS AND OBJECTS, TANGIBLE OR INTANGIBLE INCLUDING SERVICES, GRATUITIES, MEALS, ENTERTAINMENT, EVENT TICKETS, MEMBERSHIP CLUB ACCESS, TRAVEL COSTS AND LODGING. ALSO, NJ TRANSIT'S CODE OF ETHICS AND CODE OF CONTRACTORS AND CONSULTANTS FROM OFFERING ANY GIFTS TO ANY NJ TRANSIT EMPLOYEE. DO NOT, UNDER ANY CIRCUMSTANCES, TEMPT OR PUT AN NJ TRANSIT EMPLOYEE IN THE AWKWARD POSITION OF HAVING TO REFUSE A GIFT OR RETURN A GIFT NO MATTER HOW WELL INTENTIONED OR INNOCUOUS THE GIFT MAY BE.

LINE NUMBER	ITEM NUMBER/ MPN/MFR /DESCRIPTION	DELIVERY DATE	QUANTITY	UOM	UNIT PRICE	AMOUNT
	CONTRACT #:24-009 SOURCE DOCUMENT:					
1	MR #500000925458 GL #1.9037.50473.TSC1000.E.999.00000.00000 LOCAL PROGRAMS: PURCHASE (4) BATTERY ELECTRIC VANS (2) SOMERSET, (1) ESSEX & (1) UNION	02/02/24	481710.76	\$	1	481,710.76
2	MR #500000925458 GL #1.9037.50473.TSD1000.E.999.00000.00000 LOCAL PROGRAMS: PURCHASE (1) BATTERY ELECTRIC VAN (MIDDLESEX COUNTY)	02/02/24	120427.69	\$	1	120,427.69



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PURCHASE ORDER NO	REV NO
240032209	0
VENDOR NO	ISSUE DATE
[REDACTED]	05/27/24
DATE CHANGED	PAGE NO
	2

SUPPLIER:		SHIP TO:		BILL TO:	
Hoekstra Transportation Inc 3741 ROGER B CHAFFEE MEM BLVD SE GRAND RAPIDS, MI, 49548		NEWARK HEADQUARTERS NJ TRANSIT HEADQUARTERS ONE PENN PLAZA EAST NEWARK, NJ 07105-2246		NEWARK HEADQUARTERS NJ TRANSIT HEADQUARTERS ONE PENN PLAZA EAST NEWARK, NJ 07105-2246	
BUYER: [REDACTED]				NJ TRANSIT IS EXEMPT FROM NJ SALES & USE TAXES PURSUANT TO SECT 9(A)(1), OF NJSA 54:32B-1 ET SEQ. FEDERAL T.I.N.: [REDACTED] TAX EXEMPT #'S [REDACTED]	
TERMS	FREIGHT TERMS	FOB	QUOTATION NO		
NET 45	100	DESTINATION			

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3	MR #500000925458 GL #1.9037.50473.VBP1000.E.999.00000.00000 LOCAL PROGRAMS: PURCHASE (2) BATTERY ELECTRIC VANS (ESSEX COUNTY)	02/02/24	240855.38	\$	1	240,855.38
4	MR #500000925458 GL #1.9037.50473.VCN2000.E.999.00000.00000 LOCAL PROGRAMS: PURCHASE (4) BATTERY ELECTRIC VANS (NJT ACCESS LINK)	02/02/24	517510.76	\$	1	517,510.76
** TOTAL:						\$ 1,360,504.59

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WHEN THIS BOX IS CHECKED, THE TERMS AND CONDITIONS OF THE ATTACHED CONTRACT REPLACES THOSE SHOWN ON THE REVERSE SIDE OF THIS PURCHASE ORDER.

Authorized NJ Transit Signature / Date





05/29/2024



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SUPPLIER:

Hoekstra Transportation Inc
3741 ROGER B CHAFFEE MEM BLVD SE
GRAND RAPIDS, MI, 49548

SHIP TO:

NEWARK HEADQUARTERS
NJ TRANSIT HEADQUARTERS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

BILL TO:

NEWARK HEADQUARTERS
NJ TRANSIT HEADQUARTERS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

BUYER:

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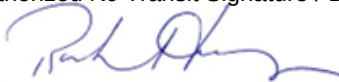
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LINE NUMBER	ITEM NUMBER/ MPN/MFR /DESCRIPTION	DELIVERY DATE	QUANTITY	UOM	UNIT PRICE	AMOUNT
1	CONTRACT #:24-009 SOURCE DOCUMENT:	03/07/24	1035021.52	\$	1	1,035,021.52
	MR #500000947815 GL #1.5500.50473.VDL1000.C.000.00000.00000 Purchase Eight (8) battery-electric vans					
					** TOTAL:	\$ 1,035,021.52



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Authorized NJ Transit Signature / Date

05/29/2024

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT ACCOUNTS PAYABLE CUSTOMER RELATIONS AT APCC@NJTRANSIT.COM AND SOMEONE WILL BE ABLE TO ASSIST YOU.

NEW VEHICLE ORDER FORM - **HOEKSTRA** TRANSPORTATION**Full-size Van**
4 Years/100,000 Miles

Instructions: (1) Complete sections I & II. (2) For sections III and IV, simply type in the quantity and the form will automatically calculate costs. (3) For section V (local options), type in the quantity, item descriptions, and unit prices as the form will automatically calculate costs. (4) Sign and date the form in section VII. (5) Submit completed and signed form to the vendor. (6) Once new van is received and accepted, a copy of this completed form shall be submitted to MDOT with payment request (see *State Vehicle Purchasing Program Guidelines*).

I Contact Information								
Transit Agency Name:		NJ Transit						
Contact Name:								
Phone Number:		E-mail:						
Tax ID Number:		Ford FIN Number:						
II Contract, Funding, and Vehicle Information								
Program:		State Vehicle Purchasing Program Contract No.		230000000558				
Agency Contract No.		Vendor Name		Hockstra Transportation, Inc.				
Vehicle Color Base:		Striping Color:		Striping Width:				
☒ Oxford White ☐ Blue Mist +\$202 ☐ Ingot Silver +\$202 ☐ Race Red +\$202 ☐ Blue Metallic +\$202 ☐ Abyss Gray +\$202 ☐ Agate Black +\$202 ☐ Carbonized Gray +\$202 ☐ Avalanche Gray +\$202								
Seating Covering Type & Color:		Flooring Color (Select One):		☒ Gray ☐ Tan				
☐ Fabric ☒ Vinyl ☐ Gray ☒ Blue								
III Base Vehicle Floor Plans								
Qty		Description		Price Each	Total Price	Low Bidder Price	Federal/State Share	Local Share
A.		Class III – 148" W.B. – Vinyl Seat Covers						
1		13 passenger plus driver low roof without lift		56,563.00	\$0.00	56,563.00	\$0.00	\$0.00
2		13 passenger plus driver medium roof without lift		61,875.00	\$0.00	61,875.00	\$0.00	\$0.00
3		13 passenger plus driver high roof without lift		63,189.00	\$0.00	63,189.00	\$0.00	\$0.00
4		13 passenger plus driver high roof extended length without lift		67,301.00	\$67,301.00	67,301.00	\$67,301.00	\$0.00
B.		Class III – 148" W.B. – Fabric Seat Covers						
1		13 passenger plus driver low roof without lift		57,119.00	\$0.00	57,119.00	\$0.00	\$0.00
2		13 passenger plus driver medium roof without lift		62,431.00	\$0.00	62,431.00	\$0.00	\$0.00
3		13 passenger plus driver high roof without lift		63,746.00	\$0.00	63,746.00	\$0.00	\$0.00
4		13 passenger plus driver high roof extended length without lift		67,857.00	\$0.00	67,857.00	\$0.00	\$0.00
C.		Class IV – 148" W.B. – Dual Rear Wheel - Vinyl Seat Covers						
1		14 passenger plus driver high roof extended length without lift		66,559.00	\$0.00	66,559.00	\$0.00	\$0.00
D.		Class IV – 148" W.B. – Dual Rear Wheel - Fabric Seat Covers						
1		14 passenger plus driver high roof extended length without lift		67,161.00	\$0.00	67,161.00	\$0.00	\$0.00
		Base Vehicle Totals		\$67,301.00			\$67,301.00	\$0.00
IV Contract Options								
Qty		Contract Options		Price Each	Total Price	Low Bidder Price	Federal/State Share	Local Share
1		Alternate Adjustable Seating and Floor System I		7,053.00	\$0.00	7,053.00	\$0.00	\$0.00
2		Alternate Adjustable Seating and Floor System II		4,937.00	\$0.00	4,937.00	\$0.00	\$0.00
3		Aluminum L Track Flooring System		5,059.00	\$5,059.00	5,059.00	\$5,059.00	\$0.00
4		Alternate Lift with Power Sliding Side Door 1,000 pound capacity		9,068.00	\$0.00	9,068.00	\$0.00	\$0.00
5		Power Sliding Side Cargo Door		1,008.00	\$0.00	1,008.00	\$0.00	\$0.00
6		Emergency Roof Exit		232.00	\$232.00	232.00	\$232.00	\$0.00
7		Emergency Egress Window (Requires Privacy Tinted Windows)		1,310.00	\$0.00	1,310.00	\$0.00	\$0.00
8		Cross View Mirror		301.00	\$0.00	301.00	\$0.00	\$0.00
9		Destination Sign - LED		5,038.00	\$0.00	5,038.00	\$0.00	\$0.00
10		Donation box (in lieu of farebox – deduct)		453.00	\$0.00	453.00	\$0.00	\$0.00
11		Running Boards		1,209.00	\$1,209.00	1,209.00	\$1,209.00	\$0.00
12		Farebox		1,562.00	\$0.00	1,562.00	\$0.00	\$0.00
13		Farebox Electrical Prep Only (less farebox- deduct)		171.00	\$0.00	171.00	\$0.00	\$0.00
14		Class III All-wheel Drive		4,300.00	\$0.00	4,300.00	\$0.00	\$0.00
15		Class IV All-wheel Drive		6,100.00	\$0.00	6,100.00	\$0.00	\$0.00
16		Limited Slip Differential		353.00	\$0.00	353.00	\$0.00	\$0.00
17		Paint - Different Full body		202.00	\$0.00	202.00	\$0.00	\$0.00
18		Paint - One 6" Stripe		705.00	\$0.00	705.00	\$0.00	\$0.00
19		Reflective 6" Vinyl Belt Stripe		705.00	\$0.00	705.00	\$0.00	\$0.00
20		Rear Side Entry Wheelchair Lift Location		9,999.00	\$9,999.00	9,999.00	\$9,999.00	\$0.00
21		Lift – Type I – (34 inch wide 800 pound capacity side mounted)		3,023.00	\$3,023.00	3,023.00	\$3,023.00	\$0.00
22		Lift – Type I – (37 inch wide 1,000 pound capacity rear mounted)		5,340.00	\$0.00	5,340.00	\$0.00	\$0.00
23		Lift – Type II – 800 pound Capacity, Powered outer barrier (in lieu of type I lift)		3,023.00	\$0.00	3,023.00	\$0.00	\$0.00
24		Lift - Folding Platform 800# Capacity (in lieu of lift)		3,023.00	\$0.00	3,023.00	\$0.00	\$0.00
25		Alternate Lift Manufacturer		504.00	\$0.00	504.00	\$0.00	\$0.00
26		Wheelchair Single Point Securement System (in lieu of one L-Track position)		370.00	\$0.00	370.00	\$0.00	\$0.00
27		Additional Wheelchair Position – L Track System		940.00	\$940.00	940.00	\$940.00	\$0.00
28		Additional Wheelchair Position – Single Point System		1,310.00	\$0.00	1,310.00	\$0.00	\$0.00
29		Recessed Wheelchair Securement Station		5,038.00	\$0.00	5,038.00	\$0.00	\$0.00
30		Two-way radio prep package		252.00	\$252.00	252.00	\$252.00	\$0.00
31		Radio - AM/FM stereo system w/6 speakers		0.00	\$0.00	0.00	\$0.00	\$0.00
32		Public Address (PA) System Only w/ two speakers		303.00	\$0.00	303.00	\$0.00	\$0.00
33		Entry Stepwell Heater (Bi-fold Entrance Door Only)		364.00	\$0.00	364.00	\$0.00	\$0.00
34		Bi-fold Entrance Door		8,060.00	\$0.00	8,060.00	\$0.00	\$0.00
35		Handrails & Stanchions		403.00	\$403.00	403.00	\$403.00	\$0.00
36		Adjustable Flooring Single Forward Facing Flip Seat - Vinyl		1,058.00	\$0.00	1,058.00	\$0.00	\$0.00
37		Adjustable Flooring Single Forward Facing Flip Seat - Cloth		1,108.00	\$0.00	1,108.00	\$0.00	\$0.00
38		Adjustable Flooring Double Forward Facing - Vinyl		1,562.00	\$0.00	1,562.00	\$0.00	\$0.00
39		Adjustable Flooring Double Forward Facing - Cloth		1,612.00	\$0.00	1,612.00	\$0.00	\$0.00
40		Alt. Engine - Propane		8,060.00	\$0.00	8,060.00	\$0.00	\$0.00
41		Alt. Engine - CNG		16,120.00	\$0.00	16,120.00	\$0.00	\$0.00
42		Battery Electric Propulsion		13,173.00	\$13,173.00	13,173.00	\$13,173.00	\$0.00
43		Back-up Sensor System		554.00	\$554.00	554.00	\$554.00	\$0.00
44		Video Surveillance – Two Camera System		1,735.00	\$0.00	1,735.00	\$0.00	\$0.00
45		Video Surveillance - Four Camera System		2,519.00	\$0.00	2,519.00	\$0.00	\$0.00
46		Video Surveillance - Six Camera System		2,821.00	\$0.00	2,821.00	\$0.00	\$0.00
47		Video Surveillance - DVR System Upgrade		907.00	\$0.00	907.00	\$0.00	\$0.00
48		Video Surveillance – Extra Interior Cameras		252.00	\$0.00	252.00	\$0.00	\$0.00
49		Video Surveillance – Extra Exterior Cameras		252.00	\$0.00	252.00	\$0.00	\$0.00
50		Video Surveillance Preparation Package		504.00	\$0.00	504.00	\$0.00	\$0.00
51		Bike Rack		2,922.00	\$0.00	2,922.00	\$0.00	\$0.00
52		Rear HVAC without OEM Heat and A/C		3,023.00	\$3,023.00	3,023.00	\$3,023.00	\$0.00
53		Cruise Control		353.00	\$353.00	353.00	\$353.00	\$0.00
54		Overhead Compartment		0.00	\$0.00	0.00	\$0.00	\$0.00
55		Seating – Forward Facing Standard Single Seat – Vinyl		101.00	\$0.00	101.00	\$0.00	\$0.00
56		Seating – Forward Facing Standard Single Seat – Cloth		101.00	\$0.00	101.00	\$0.00	\$0.00

PARTICIPATING ADDENDUM

FULL-SIZE VANS WITH OR WITHOUT LIFT

Led by the State of Michigan – RFP 230000000230

Master Agreement #: 230000000558

Contractor: Hoekstra Transportation, Inc.

Participating Entity: **(New Jersey DOT - NJT)**

The following products or services are included in this contract portfolio:

- Full-Size Electric Vans as specified in the MDOT contract WITH the addition on NJ DOT required equipment. See list below:
 - Add Recommended Tire Pressure Decal.
 - Add Red and White Reflective tape.
 - Add Rear Amber Flashing lights.
 - Add Front overhead Shelf.
 - Change Gerflor to Griffen.
 - Add Gerflor watch your step signage.
 - Upgrade Lift control Mounted on lift door.
 - Add Lift control decal.
 - *Add* Exterior lift light.
 - *Add* Interior Lift light.
 - *Add* Header pad at all doors.
 - *Add Emergency Exit Decals*
 - *Add* OEM Privacy Glass.
 - *Upgrade* Stanchions and grab bars to be yellow.
 - *Add* Padding on stanchions.
 - *Add* NJT Drivers stanchion w/ upper and lower panel.
 - *Upgrade* Remove Copilot seat and add walker storage.
 - *Include* CRS For 2 Seats.
 - *Include* 2 Additional Seat top grabs.
 - *Upgrade to* Anodized L-Track
 - *Add* Q'Straint Pouch.
 - *Add* Web Loops.
 - *Add* 2 Belt Cutters.
 - *Add* NJT interior decals.

PARTICIPATING ADDENDUM

FULL-SIZE VANS WITH OR WITHOUT LIFT

Led by the State of Michigan – RFP 230000000230

ALSO INCLUDED - NJT required inspections and delivery services to be performed by Rohrer Bus.
See list below:

- NJT Graphics Installed.
- Completing EV Predelivery Inspection.
- Charge vehicle prior to delivery.
- Clean interior exterior of vehicle.
- DMV Admin paperwork processing.
- To DMV for follow-up inspection for stickers.
- Schedule and host NJT inspection prior to delivery.
- Host multiple delivery days on behalf of NJT.
- Conduct orientation training at time of delivery.
- Remain available as follow-up to delivery, to answer agency questions.
- Coordinate warranty repairs and customer calls for the useful life of vehicle.

The following products or services are not included in this agreement:

- Any extended training services which will be offered at \$165 per hour by Rohrer Bus.

SPECIAL NOTES:

- Delivery to Trenton NJ cost is approximate and may flex up or down depending on when units are completed and current costs at that time.
- Progress payments will be paid at time of sign-off at factory by NJT inspectors and then final payment when units are delivered to NJT in New Jersey.
- If application is for Fixed Route, agency will need to order the Fixed Route Package which includes Front & Side Destination Signs and Stop Request Pull Chords, Stop Request Light in Dash and Buzzer - at price level \$8000. In addition, a New Jersey additional DOT inspection process will have to be completed with Rohrer Bus at an additional cost of \$950 (Includes 2 hours of a DOT certified mechanics and DOT inspector visit).
- No performance bond is required as this State of Michigan contract did not require one.

Master Agreement Terms and Conditions:

1. Scope: This addendum covers Full-Size Vans with or without lift led by the State of Michigan, for use by participating Transit Agencies and Departments of Transportation eligible to procure buses/vans.
2. Participation: This State of Michigan Master Agreement may be used by all authorized Transit agencies, institutions of higher education, political subdivisions and other entities authorized to use statewide contracts in the State of *Michigan*. Issues of interpretation and eligibility for participation are solely within the authority of the Agencies' Procurement Policies.
3. Primary Contacts: The primary contact individuals for this Participating Addendum are as follows:

PARTICIPATING ADDENDUM

FULL-SIZE VANS WITH OR WITHOUT LIFT

Led by the State of Michigan – RFP 230000000230

Contractor

Contact:	Hoekstra Transportation, Inc.
Address:	3741 Roger B Chaffee, Grand Rapids, MI 49548
Telephone:	(616) 299-5170
Fax:	
Email:	sbolin@hoekstratruck.com

Participating Entity

Name:	NJ TRANSIT
Address:	One Penn Plaza East, Newark, NJ 07105
Telephone:	973-491-7469
Fax:	
Email:	kmurray@njtransit.com

Participating Entity Modifications or Additions to The Master Agreement

These modifications or additions apply only to actions and relationships within the Participating Entity:

Participating Entity must check one of the boxes below.

☐ No changes to the terms and conditions of the Master Agreement are required.

☒ The following changes are modifying or supplementing the Master Agreement terms and conditions.

In accordance with section 8 of the Master Agreement (The State of Michigan contract) permits NJ TRANSIT to enter into this participating addendum with Hoekstra Transportation, Inc. The order of precedence will specify the governing terms and specification between NJ TRANSIT and Hoekstra Transportation, Inc.

1. Participating Agency Terms & Conditions: The following terms and conditions are hereby incorporated into and made part of this Addendum:

2. Documents Comprising Participating Addendum and Order of Precedence: This Participating Addendum is comprised of the following documents and, in the event of a conflict in these documents, shall be resolved by giving precedence in the following order:

- (a) This Participating Addendum
- (b) Appendix A, NJ TRANSIT Goods and Services Contract
- (c) Appendix B, NJ TRANSIT's Specification
- (d) Master Service Agreement No. 230000000558
- (e) Appendix C, HOEKSTRA's Quote dated 12/26/2023

PARTICIPATING ADDENDUM

FULL-SIZE VANS WITH OR WITHOUT LIFT

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3. Orders: Any order placed by a Participating Entity or Purchasing Entity for a product and/or service available from this Master Agreement shall be deemed to be a sale under (and governed by the prices and other terms and conditions) of the Master Agreement unless the parties to the order agree in writing that another contract or agreement applies to such order.

4. Delivery: *Delivery shall be to one location – (314 Dickinson Street, Trenton, NJ, USA)*

- *We have provided a cost on the order form noting that this cost may fluctuate based on market conditions at time of delivery.*

IN WITNESS, WHEREOF, the parties have executed this Addendum as of the date of execution by both parties below.

Participating Entity: NJ TRANSIT	Contractor: Hoekstra Transportation, Inc.
Signature: 	Signature: 
Name: Ronald L. Hovey	Name: Steve Bolin
Title: Acting Chief Procurement Officer	Title: Commercial Products Manager
Date: 5/29/2024	Date: 5-21-24

For questions on executing a participating addendum, please contact:
State of Michigan

Category Specialist:	Yvon Dufour
Telephone:	(517) 249-0455
Email:	dufoury@michigan.gov

***[Please email fully executed PDF copy of this document to
mideal@michigan.gov
to support documentation of participation.]***

PARTICIPATING ADDENDUM

FULL-SIZE VANS WITH OR WITHOUT LIFT

Led by the State of Michigan – RFP 230000000230

**ATTACHMENT: A-ELECTRIC
SPECIFICATION
PARATRANSIT SINGLE REAR WHEEL TRANSIT PASSENGER ELECTRIC WAGON
WITH CURBSIDE REAR LIFT**

1.0 SCOPE:

This attachment is a part of the generic specification and elaborates on the sections pertaining to NJ Transit's requirement for the Para transit single rear wheel transit passenger wagon with rear lift vehicle.

2.0 Para transit single rear wheel transit passenger Electric Ford Transit wagon with curbside rear lift vehicle:

- 2.1 The gross vehicle weight rating (GVWR) of the chassis shall be Transit Wagon 350, High Roof heavy duty XL (SRW) with GVWR 9,500 lbs.
- 2.2 Ford Electric charger to be supplied per specification requirements.
- 2.3 Wheelbase shall be maximum 148 inches for vehicle.
- 2.4 The vehicle shall have a rear curb side lift for mobility device. The lift door opening shall comply with ADA regulations.
- 2.5 The vehicle shall have a curb side slide OEM entry door for ambulatory passengers
- 2.5 Body Dimensions:
 - 2.5.1 Exterior body width shall be 82 inches maximum, excluding the mirrors.
 - 2.5.2 Body length shall be a minimum of 230 inches, to a maximum of 240 including both the bumpers. The bidder shall ensure that the body length selected complies with the rear overhang restriction mandated by NJDOT, and the floor plan submitted with pre-qualification documents shall clearly state it.
 - 2.5.3 Body height shall not exceed 115 inches.
 - 2.5.4 Interior width in passenger compartment shall be a minimum 61 inches for the vehicle measured at the seat cushion level.
- 2.6 Seating Layout:
 - 2.6.1 The transit Electric ford wagon shall seat six (6) adults including the driver with one (1) position available for a mobility device. On the street side, two (2) double passenger forward facing concave bench type seats shall be located behind the driver seat. One (1) mobility device position shall be located at the rear end of the vehicle. On curb side one (1) single passenger

forward facing concave bench type seats shall be located behind the passenger entry door area. The mobility device position shall comply with all ADA and FMVSS requirements. The floor plan layout shall meet ADA and FMVSS requirements and shall require NJ Transit's approval before manufacturing the Electric Transit Ford vehicle with lift. Contractor shall submit the floor layout drawing at the time of contract award for NJ Transit review.

- 2.6.2 Each passenger and the operator weight shall be considered as 150 lbs. and each mobility device location shall be considered as 300 lbs. for the weight distribution calculations.

One (1) floor installed Q'Straint OMNI or approved equal mobility device tie down systems shall be installed adjacent to the wheelchair lift, per the manufacturer's recommended installation instructions. The L- tracks shall be supplied by Securement System OEM and made of corrosion-free aluminum with a clear anodized finish. All mobility device positions must meet all minimum ADA requirements. The installation shall be compliant with FMVSS regulation for WC shoulder harness support and WC tiedown anchorage support.

3.0 QUANTITY:

- 3.1 Total nineteen (19) vehicles are required for this procurement, and they shall be delivered to different locations specified at the time of the award.

PARATRANSIT SINGLE REAR WHEEL TRANSIT PASSENGER ELECTRIC VAN WITH REAR LIFT

1.0 SCOPE:

- 1.1 These specifications outline NJ TRANSIT's requirement for nineteen (19) new-and-ready-for-service passenger transit electric van type equipped with a curb side-door and curb side rear lift. The Van shall be a 6 passenger seating which includes the driver with 1 wheelchair position as per Attachment A-E (floor plan design) and this specification. The driver is included with the passenger count. This vehicle will not require a CDL license as per NJ Motor Vehicle and NJDOT requirements. NJ TRANSIT's approval is required before manufacturing the vehicle with lift. Contractor shall submit the floor layout drawing at the time for Request for change (RFC) for NJ TRANSIT review. Final approval for the pilot vehicle floor plan shall occur at the pre-production meeting. Production vehicle approval occurs after the successful completion of the pilot vehicle testing which will be given by NJ TRANSIT. Contractor cannot begin production vehicle build until it receives approval from NJ TRANSIT.

The body shall be a Cargo type with High roof. The transit passenger van shall have two front doors (pilot and co-pilot) which should have the door lock feature. The co-pilot area will be converted to a walker storage area. In addition to the doors, the vehicle shall have a cargo-type passenger door for ambulatory entry, window(s), rear lift and rear double swing-out doors with windows where the lift wheel chair lift will be located. All vehicle doors shall be capable of being opened from inside the vehicle.

NJ TRANSIT reserves the right to award the Options, or any partial quantities thereof, at its sole discretion. NJ TRANSIT reserves the right to amend the total quantity of each item number, including optional features, by up to fifty (50) percent (%) within one hundred and eighty (180) days of the Notice to Proceed.

Some of the features of the chassis, body dimensions, the seating arrangement, the positions for a mobility devices, and the location of the lift of vehicle as described in the accompanying Attachment A. Some of the features are listed below and shall be part of the specifications.

- 1.1.1 E-Transit Cargo T- 350, high Roof heavy duty XL (SRW) with GVWR 9,500 lbs. or approved equal
- 1.1.2 Exterior Length: Maximum 240 inches including both the bumpers. The Contractor shall ensure that the body length selected complies with the rear overhang restriction mandated by NJDOT, and the floor plan submitted with pre-qualification documents shall clearly state it.
- 1.1.3 Exterior Width: Maximum 82 inches, excluding the mirrors.
- 1.1.4 Interior width in passenger compartment shall be a minimum 65 inches for the vehicle measured at the seat cushion level.
- 1.1.5 Body height shall not exceed 115 inches.
- 1.1.6 Wheelbase: minimum of 148 inches
- 1.1.7 Each passenger and the operator weight shall be considered as 150 lbs. and each mobility device location shall be considered as 300 lbs. for the weight distribution calculations.

All salient features i.e. RPM, HP, transmission speed, mph, etc. are described elsewhere within this specification.

1.2 Definitions: Following are the definitions of special terms used in these specifications.

- (1) dBA. Decibels with reference to 0.0002 microbar as measured on the "A" scale.
- (2) Curb Weight. Weight of vehicle including maximum fuel, oil, and coolant; all equipment required for operation and required by these specifications, but without passengers and the operator.
- (3) Seated Load. One hundred fifty pounds for every designed passenger seating position and the operator, and three hundred fifty pounds for every wheel chair position.
- (4) SLW (Seated Load Weight). Curb weight plus seated load.
- (5) GVWR (Gross Vehicle Weight Rating). Curb weight plus gross load.
- (6) Fireproof. Materials those will not burn or melt at temperatures less than 2,000° F.
- (7) Fire-Resistant. Materials that have a flame spread index less than 150 as measured in a radiant panel flame test per ASTM-E 162-75.
- (8) Approved Equal: Where a particular or manufacture red product is specified, it is to be regarded as a standard. Another brand or make which meets or exceeds the specifications, in the sole discretion of the Project Manager, may be accepted in accordance with the requirements of the General provision and section 1.10.1.

1.3 Abbreviations: The following is a list of abbreviations used in these specifications.

- (1) ADA: Americans with Disabilities Act
- (2) ANSI: American National Standards Institute
- (3) ASHRAE: American Society of Heating, Refrigerating, and Air Conditioning Engineers
- (4) ASTM: American Society of Testing and Materials
- (5) CFR: Code of Federal Regulations
- (6) EPA: Environmental Protection Agency
- (7) FMCSR: Federal Motor Carrier Safety Regulation
- (8) FMVSS: Federal Motor Vehicle Safety Standards
- (9) FTA: Federal Transit Administration
- (10) NHTSA: National Highway Traffic Safety Administration
- (11) NJDOT: New Jersey Department Of Transportation
- (12) NJMVC: New Jersey Motor Vehicles Commission
- (13) NTP: Notice To Proceed
- (14) OEM: Original equipment (Vehicle body or chassis) Manufacturer
- (15) SAE: Society of Automotive Engineers
- (16) VOC: Volatile Organic Compound
- (17) WC18/WC19-Enhanced version of SAE J2249

1.4 Vehicles shall meet all applicable FMCSR, FMVSS, State of New Jersey, EPA, NJMVC requirements, and ADA Accessibility Guidelines for Transportation Vehicles. The manufacturing process shall adhere to SAE recommended practices. Be advised as of December 2015 SAE J2249 was replaced with WC18/WC19. All vehicles in this

procurement must meet the current WC18/WC19 requirements. The Contractor shall note that the vehicles comply with NJMVC requirements, regardless of whether the duty application necessitates a vehicle to be NJMVC inspected or not. In case of a discrepancy between any of the regulations and these specifications, the regulations shall prevail. No advantage shall be taken by the Contractor and/or manufacturer in the omission of any part or detail necessary to make the vehicles compliant with all regulations, even though such part or detail may not be clearly stated in these specifications. The Contractor shall obtain a certificate from the vehicle manufacturer that the product offered fully meets all the regulations and requirements listed within the technical specification, and provide the certificate at the time for the "Request for Change." Manufacturers shall certify that vehicles have been tested for 4 years/100,000 miles "Altoona Test" as required by FTA, and provide a copy of the test report to NJ TRANSIT. NJ TRANSIT shall review the test report and may disqualify a product if the report raises concerns regarding safe operation and/or the maintenance of the vehicle. Vehicles offered shall meet all the required tests and standards prior to date of bid submission, and shall fully comply with these specifications.

The FTA has created new criteria for vehicle testing referred to as 49 CFR Part 665 or "Final Rule". It will be the responsibility of the Contractor to provide authorized documentation that their vehicle testing complies with the new criteria of Final Ruling. If the Contractor can show that their vehicles are exempt from this testing criteria, they shall provide authorized documentation stating as much within fifteen (15) days after bid opening.

A body manufacturer contending that its product fully complies with Altoona test requirements specified above by virtue of the product being 'grand-fathered-in' shall submit a letter from FTA stating that such product indeed satisfactorily complies with the required test. NJ TRANSIT shall not release any payment to the Contractor until the receipt of such letter. Additionally, NJ TRANSIT shall accept quotes based on a product that is not Altoona tested provided the Contractor agrees to have its product tested and submit the test report within the production and delivery schedules specified. NJ TRANSIT shall not release any payment to such a Contractor until it receives the full test report from the body manufacturer. Lastly, NJ TRANSIT shall not give any relief on production, inspection and delivery schedules stipulated elsewhere in these specifications, on account of scheduling the Altoona test.

- 1.5 Body Certification: The body shall be built on a Ford T350 Electric Transit or approved equal chassis. If the body is built on a Ford chassis then the body manufacturer shall fully comply with Ford's Motor Home and TRANSIT Bus Quality Vehicle Manufacturing Program. If the body is built on an approved chassis then the body manufacturer shall fully comply with similar 'Qualification' program that the approved equal may have at the time the vehicles are manufactured. Under such circumstances the Contractor shall provide to NJ TRANSIT a certificate from the approved equal chassis stating that the body manufacturer fully complies with its recommended practices and procedures for building body on an approved equal chassis. A letter of certificate from Ford or the approved equal verifying current and complete compliance with this requirement shall be provided at the time for Request for Changes. Failure to provide such certificate may result in the body manufacturer being deemed noncompliant.

- 1.6 The Contractor shall be manufacturer's authorized service and parts stocking dealer, or a manufacturer with a service and parts stocking dealer in the state of New Jersey. At a minimum, the Contractor shall maintain one contractual relationship with a New Jersey dealership, or be a parts stocking dealer for providing authorized service for training, delivery, warranty and parts, throughout the 'life' of these vehicles. The Contractor shall provide with the bid, the name, address, and phone number of the New Jersey contact person responsible for providing such service.
- 1.7 Converter requirements
 - 1.7.1 Manufacturer must be an approved converter by Ford Motor Company or be certified as a Ford QVM builder, or approved equal equivalent certification.
 - 1.7.2 Converter must be listed as a Transit Vehicle Manufacturer (TVM).
- 1.8 The Contractor shall provide the following documents and/or information to NJ TRANSIT with the quote:
 - 1.8.1 All test documents, certificates, Altoona test report if applicable for the vehicles offered, and FTA forms.
 - 1.8.2 Printed brochure, manufacturer's model name or number, and floor plans with hip to knee and aisle width dimensions, mobility device position, operator position, locations of all doors, lift, and auxiliary heater. The floor plan shall also show the exterior body dimensions (length, width, and height), rear overhang and wheelbase; and shall clearly state that the rear overhang of the body is within mandated restriction.
 - 1.8.3 Weight distribution analysis of the vehicles in the maximum passenger load configuration. Weight analysis shall be based on a capacity to support 150 lbs. per ambulatory passenger and operator, and 300 lbs. per mobility device.
- 1.9 Within fifteen (15) days after the NTP, the lowest responsive and responsible Contractor shall submit a list of components and sub-component parts of the vehicles identified by manufacturer, country of origin, and cost; and submit the final assembly cost, in accordance with the FTA requirement (49 CFR part 663) for revenue rolling stock.
- 1.10 Within fifteen (15) days of the NTP, the Contractor shall submit the following documents to NJ TRANSIT:
 - 1.10.1 A delivery schedule for the vehicles to be built for this procurement. The schedule shall include: expected chassis delivery to body manufacturer, milestones in the production and completion of the prototype unit and the regular production units, anticipated dates of inspection and delivery of each vehicle to NJ TRANSIT, and the training. The delivery schedule shall include names and telephone numbers of those responsible at the

manufacturer's location for completing the various phases and milestones of the project.

- 1.10.2 Two (2) sets of layout drawings for each vehicle, and the electrical circuit diagrams for heating and air conditioning covering the body manufacturer installed systems and their connections to OEM system. The layout drawings shall be clear and legible original drawings. Xerox or faxed copies are not acceptable. The drawings shall be to a scale of $\frac{1}{2}$ " = 1', and shall show the dimensions of the vehicle and include total height with length including both the bumpers, inside and outside width, front and rear overhangs, and the wheel base. The drawings shall clearly state that the vehicle body dimensions comply with NJDOT mandated overhang restriction. The drawings shall show top, left, right, and rear views of the vehicle. The interior floor plan shall show seating, footprints of the mobility device with the securement, lift location, fold-away seats (if any) in both positions, aisle width, stanchions and modesty panels. The floor plan shall clearly show all critical dimensions pertaining to the securement tracks for the mobility devices, such as the lengths, center-to-center spacing, and the location from sidewalls and seats. Two transparent side views, one from each side, shall be provided showing seat height, hip to knee and headroom dimensions. A paint/decal print showing all decals specified, both exterior and interior, shall also be submitted. Any items purchased or work performed before this submittal receive NJ TRANSIT's final approval, shall be at the Contractor's expense and risk, and may be non-reimbursable.

1.11 Submittal:

In review, the Contractor's scope of work shall include supplying the following documents at specific stages of the contract, as stated.

1.11.1 Documents due at the time for contract award:

- A) Certificate that the body manufacturer fully complies with the chassis manufacturer's Quality Vehicle Manufacturing program; per section 1.5 & 1.7.1.
- B) Name and contact information; per section 1.6.
- C) FMVSS compliance certificate, and FTA forms; per section 1.8.1.
- D) Printed brochures and manufacturer's model names or numbers of all vehicles, and floor plans; per section 1.8.2.
- E) Weight distribution analysis; per section 1.8.3.
- F) Name of the body manufacturer for convertor; per section 1.7.
- G) Details of any chassis modification work done; per section 2.3.6.
- H) BTU ratings for dash heater and the auxiliary heater, as well as the proposed location of the auxiliary heater; per section 2.4.
- I) A/C system Specifications and condenser installation details; per section 2.5.2.
- J) Maximum vehicle electrical system current draw with all accessories operating; per section 2.6.3.

- K) Body manufacturer's self-certification regarding FMVSS compliance; per section 2.7.
- L) FMVSS certificate for the vehicle; per section 2.7.
- M) Lift ADA interlock system; per section 2.7.4.12.
- N) Written proof of availability of warranty service; per section 11.4.
- O) Details of representatives responsible for Technical Assistance; per section 12.0
- P) Detail of the Two Way Radio preparation package; per section 2.16
- Q) Details of the Rear Backup Camera and monitor system; per section 2.14
- R) Details of the Reverse Sensing System; per section 2.15
- S) Approved Equal Documentation

All RFCs must be submitted by the vehicle manufacturer/upfitter through the Contractor to be evaluated by NJ TRANSIT.

All RFCs for approved equal requests must include the vehicle manufacturer/upfitter certification to the Contractor to ensure that all the vehicle testing meets the requirements of FMVSS and ADA for the vehicles NJ TRANSIT seeks to acquire.

The Contractor must justify the reason for the approved equal at the time of request for change since the other brands are readily available to all manufacturers. The Contractor's Request for Change for an approved equal must be accompanied by test reports and other evidence showing that the proposed product meets or exceeds the requirements of the brands specified within the specification. The test report must be a comparison list of all the elements between the product for approved equal and the test report of the product specified within this specification. The test report will identify the brand product specified in this specification that it is testing against for the approved equal comparison. Any test submitted by the Contractor to support a request for approved equal must have been performed by an Independent Professional Engineering Company and certified by a Licensed Professional Engineer. Once all the documentation is provided for the approved equal request, NJ TRANSIT will review the information to determine if the request for approved equal can be added into this specification. This specification is based upon the need to standardize certain components therefore establishing a certain standard of quality and to standardize inventory of replacement parts.

1.11.2 Documents due after contract award:

- 1.11.2.1 Due within fifteen (15) days of the contract award.
 - A) FTA required costs and manufacturer details; per sections 1.9.

B) FTA 49 CFR Part 665 or "Final Rule" FTA authorized documentation stating the OEM are exempt from this testing as per section 1.4.

1.11.2.2 Due within fifteen (15) days after issuance of NTP:

- A) Delivery schedule; per section 1.10.1.
- B) Vehicle layout drawing; per section 1.10.2.
- C) Outline of the training program; per section 9

1.11.2.3 Due at the time of buy-off inspection.

- A) Certificate of securement system compliance with impact test; per section 2.9.1 and 2.9.10.
- B) Securement system installation certificate; per section 2.9.12.
- C) Lift installation certificate; per section 2.7.4.15.
- D) Post-delivery FMVSS compliance certificate.
- E) Post-delivery buy-America compliance certificate.

1.11.2.4 Due before final acceptance of the vehicle.

- A) Warranty documents; per sections 11.0.
- B) Manuals; per section 13.0.

1.12 Each Contractor shall identify the manufacturer whose products they propose to offer for this quote, at the time of contract award. Typical fleet discounts and any rebates should not be listed separately since the bid prices should already reflect these discounts.

1.13 All vehicles shall be completely manufactured at the Second Stage Converter's facility. This shall include body complete with the paint job, installation of seats, air conditioning system, lift, and all after-market items.

2.0 EQUIPMENT:

2.1 Engine:

2.1.1 Engine for the vehicles shall be Ford OEM electric transit motor or approved equal.

Engine shall comply with the latest applicable emission control standards.

2.1.2 The vehicle power stats shall be 198 kW/266 HP/317lb.-ft of peak torque.

2.1.3 The Electric motor shall be zero emissions motor

2.2 Transmission:

2.2.1 Transmission for the vehicles shall be Single -Speed Electric Transmission or approved equal.

2.2.2 Drive train selection shall ensure that the vehicles are capable to perform to a minimum 65 mph top speed on a level road at SLW. During the road test NJ TRANSIT shall test a loaded pilot vehicle for compliance. The Contractor or

the body manufacturer shall make provisions to load the pilot vehicle equivalent to SLW during the buy-off inspection. All other vehicles of the contract shall be tested without load to perform to a minimum 65 mph speed during the buy-off inspections.

2.3 Chassis:

- 2.3.1 Refer to the appropriate attachment for the gross vehicle weight rating (GVWR), and the axle weight ratings (GAWR). The vehicle offered shall meet or exceed these ratings.
 - 2.3.1.1 For vehicles, rear axle shall be OEM design.
 - 2.3.1.2 Rear axle ratio shall allow the vehicle to operate at a minimum cruising speed of 65 mph, with an ability to operate at a speed of 70 mph for maneuverability. Fixed gear ratio works directly with electric motor
 - 2.3.1.3 The vehicles shall have rear wheel drive, single rear wheel
- 2.3.2 Power steering shall be as supplied by the OEM manufacturer.
- 2.3.3 Brakes shall be chassis OEM supplied. Brake system shall utilize four (4) wheel antilock disc brakes. The brake system shall be efficiency rated and of the heaviest duty available for the GVW of the vehicle provided by the vehicle manufacturer. Anti-lock brakes shall be provided. The brake system shall fully comply with NJDOT and FMVSS regulations. All hoses shall meet or exceed applicable SAE standards.
 - 2.3.3.1 Parking Brakes shall be electric operated working on the rear wheel brakes. The parking brake shall be capable of holding a fully loaded vehicle on a 15% incline. The system shall incorporate a warning light on the instrument panel to indicate to the driver when the parking brake is on. The system shall comply with NJDOT and FMVSS regulations.
- 2.3.4 All wheels and tires shall be chassis OEM supplied only, 235/65 R16 BSW All Season tires highway type. A total of five tires, including one wheel mounted spare tire, shall be provided. The spare tire assembly shall be adequately secured in the vehicle per the OEM location for safe shipping.
 - 2.3.4.1 All wheels including the spare shall be chassis OEM. All wheels shall be full size tire/wheel with jack and lug wrench kit provided by the vehicle OEM.
 - 2.3.4.2 Recommended tire pressure shall be decal-applied in black or contrasting color over the fender or body near each tire, in one-half inch high letters.
 - 2.3.4.3 Front and rear mud flaps shall be provided. Mud flaps shall be secured in a manner to prevent contact with the wheels.
 - 2.3.4.4 Vehicles shall be equipped with the heaviest duty 16 in. black steel wheels with full silver cover.
 - 2.3.4.5 Manufacturer's heaviest available wheel bearings shall be required.
 - 2.3.4.6 The Contractor shall provide that the flairs for each rear wheel location shall be OEM. The Contractor shall provide material document, design details, pictures and any additional information to identify the material proposed to NJ TRANSIT at the time for Request for Change.

- 2.3.5 Battery/Charging
 - 2.3.5.1 Usable Energy 67 kWh
 - 2.3.5.2 Battery Configuration floor mounted, Lithium-ion, single pack
 - 2.3.5.3 Peak Power [kW/HP] Targeting 198 kW/266 HP
 - 2.3.5.4 Peak Torque Targeting 317 lb.-ft.
 - 2.3.5.5 Onboard Charger 10.5 kW output / 11.3 kW input
 - 2.3.5.6 OEM Wall charger & 120V/240V mobile Power cord.
 - 2.3.5.7 Stored in zipper bag under the front-passenger seat
 - 2.3.5.8 The vehicle will be provided with the standard Mobile Power Cord with switchable cord end and E-Transit plugs into any properly fused 120-volt or 240-volt wall outlet.
 - 2.3.5.9 Charging cord is 20 feet in length, not including the charger, connector or adapter.
 - 2.3.5.10 The vehicle will be provided with the Ford OEM level 2 Ford connected charge station (240v/48amp) with J1772 plugs (EV-industry standard), 20 ft. cable, IP-65 weatherproofing for outdoor installation shall be provided in addition to the standard mobile charger equipment.
- 2.3.6 Any frame or chassis modification and/or extension work shall comply with the chassis manufacturer recommended practices as outlined in chassis OEM manual for body builders and vehicle modifiers, and with the New Jersey State and Federal DOT regulations. The details of such work shall be submitted at the time for "Request for Change". NJ TRANSIT shall not allow any chassis modification unless the details of such modifications are submitted to and approved by NJ TRANSIT.
- 2.3.7 Suspension shall be supplied by the chassis OEM and shall conform to the following:
 - 2.3.7.1 Front - independent MacPherson-strut, stabilizer bar to match required GAWR capacity.
 - 2.3.7.2 Rear - Independent rear suspension with coil springs, Semi-trailing arm STA and stabilizer bar.
 - 2.3.7.3 Front and rear shock absorbers and stabilizer bars shall be as supplied by OEM.
 - 2.3.7.4 Vehicle shall stand level when parked on level ground, with and without load. Difference in levels measured at the streetside and curbside rear ends of the chassis frame rails as well as at the rear corners of the body, shall be no more than 1/4". If the vehicle requires helper spring, the body manufacturer shall provide it.
 - 2.3.7.5 The model selected shall be suitable for the chassis as applicable.
- 2.3.8 Cab shall include following items:
 - 2.3.8.1 Dashboard gauges/indicators shall include: Battery level, water-temperature, speedometer, Tire Pressure Monitor System (TPMS) and odometer wired to the electrical system. In addition, the driver shall be warned of the following conditions by a warning light visible from the driver's seated position Low voltage, low oil pressure, headlights on

- high beam, parking brake applied, turn signals activated and hazard flashers activated.
- 2.3.8.2 Variable speed windshield wipers and washer shall be provided on both sides. Wipers shall have an adjustable intermittent speed feature.
 - 2.3.8.3 Electric horn(s) as available from chassis OEM, shall be provided.
 - 2.3.8.4 Driver and co pilot sun visors shall be provided.
 - 2.3.8.5 Brake warning light and ABS malfunction warning light shall be provided.
 - 2.3.8.6 Separate light switches shall be provided for driver's area lights, passenger interior lights, and exterior lights. Passenger and lift door lights shall be actuated when the passenger door and lift door is opened. All switches shall meet or exceed load ratings of the circuit they control.
 - 2.3.8.7 An interior rearview mirror shall be provided to give operator a full view of passenger compartment. The mirror shall be a day/night type. The mirror shall be made of safety glass, have rounded corners and protective edges. The mirror shall not interfere with driver's headroom when entering and exiting the driver's seat area. OEM supplied mirror.
 - 2.3.8.8 Hood locking device shall have an easily accessible, interior release.
 - 2.3.8.9 Tilt steering wheel shall be supplied.
 - 2.3.8.10 All cab-interior secured compartments shall use a non-key latch.
 - 2.3.8.11 Vehicles shall have a compartment adjacent to the operator's position for storing maps and other supplies. The compartment shall be trimmed smooth all around and shall not have any sharp corners and edges.
 - 2.3.8.12 Vehicle shall be provided with OEM AM/FM radio and minimum of four (4) speakers mounted in the dash within easy reach of the driver. Two speakers shall be located in the cab section with the remaining speakers locate within the passenger compartment.
 - 2.3.8.13 Vehicles shall be equipped with Daytime Running Lights (DRL). DRL shall be from chassis OEM. Headlights shall be halogen, aerodynamic style.
 - 2.3.9 OEM supplied or approved equal, heated and remote operated type exterior mirrors shall be provided with wires internally routed and spring loaded foldaway pivot with built in stops on the right and the left side. The installation shall insure that the mirrors do not vibrate under any operating condition.
 - 2.3.10 Front bumper on all vehicles shall be the OEM carbon black, molded –in color-with the lower valence. The vehicles shall have-rear bumper as supplied by the OEM. The rear bumper design shall comply with NJDOT. 2" wide Red and White, Reflexite make reflective tape cut to approximately seventy five (75) inches length from material per AW Direct Identifier no. RCT-2150, or approved equal, shall be applied on the body above the bumper. NJ TRANSIT shall review the reflective tape at the pre-production meeting.

2.4 Heater/Defroster:

The front heater /defroster shall be supplied as provided by the OEM with the max rated output unit.

- 2.4.1 A rear heater shall be added to the passenger compartment of the vehicle by the 2nd stage converter with a BTU rating of 28,000 minimum.
- 2.4.2 Heating system vents shall be directed so as to minimize the hot air blowing on the feet or legs of a passenger or the operator.
- 2.4.3 Front and rear heaters shall have independent controls located within easy reach and view of the seated operator.
- 2.4.4 The vehicle shall be equipped with an OEM rear window defroster.
- 2.4.5 Defrosting equipment, OEM or equivalent, shall keep the windshield and window to the left of the operator clear of fog, frost and snow. A rear window defroster shall be provided with the vehicle.
- 2.4.6 Separate switch and temperature controls for driver's heater, defroster and rear passenger compartment heater.

2.5 Air Conditioning:

- 2.5.1 The front air conditioning shall be the maximum available from the OEM which shall be included controls in the driver's area.
- 2.5.2 Dash unit air conditioning unit shall be the maximum rated OEM factory installed unit. The rear air conditioner shall be added by the 2nd stage converter with a minimum BTU rating of 31,000 BTU. Evaporator system design must render it incapable of delivering condensate water into the conditioned airflow output. Self-tapping fasteners shall not be utilized. The shall submit for vehicles an A/C system specification details, at the time for Contractor "Request for Change" documentation.
- 2.5.3 The AC and heat shall duct through the rear wall and blow from above the rear lift door.
- 2.5.4 All controls will be located to allow convenient access from the operator's seat. Separate switch and temperature controls for rear passenger air conditioner, and driver's air conditioner.
- 2.5.6 Front dash HVAC equipment and ductwork shall be chassis OEM factory installed.
- 2.5.7 Only OEM refrigerant shall be used in the A/C system and the Contractor shall label the system accordingly.
- 2.5.9 All wiring, tubing and fittings shall be encased to provide protection from the weather and secured in critical areas to provide maximum protection against accidental damage.

2.6 Electrical System:

- 2.6.1 Vehicles shall have OEM supplied 12 volt, 650 CCA, single AGM battery.
 - 2.6.1.1 Location and installation of the batteries shall ensure easy access for replacement and maintenance. The battery location shall be as per the OEM design which is located in a compartment under the driver's seat.

- 2.6.1.2 Battery roll out tray, rollers, tracks, fasteners, and other components in close contact with batteries, shall be made of material supplied by the OEM which shall not corrode in the battery-acid environment during the entire designed life of the vehicles so as not to impair functionality.
 - 2.6.1.3 The battery compartment shall have a closed box type construction to keep the road dirt and grime out. Compartment shall have suitably sized ventilation holes.
- 2.6.2 The vehicles shall have Intermotive Gateway Model 515 interlock/fast idle system including intelligent lift interlock system (ILIS), model AFIS 111 model 515VSX-B or approved equal is required, with the control panel mounted in a position that is visible and accessible from the driver's seat. The device shall activate the fast idle mode automatically when the vehicle is in a discharge situation, the transmission is in Park and the parking brake is applied. The device shall also include a manual activation switch. The device shall automatically deactivate when the parking brake is released or the vehicle is put in gear.
- 2.6.3 A reverse-motion (back-up) alarm shall be provided to alert people in the vicinity when the transmission is put in reverse gear. For the vehicles a Ford's Non volume adjustable standard back up alarm with a 97dB is acceptable.
- 2.6.4 Adequately rated OEM fuses be used to protect all electrical circuits, and the breaker panel shall be conveniently accessible for service. A complete wiring diagram shall be provided in the owner's manual, as well as a fuse legend identifying each fuse.
 - 2.6.4.1 The box or panel shall be moisture proof and sealed to prevent any possible outside water intrusion.
 - 2.6.4.2 Panel-box door shall be large enough to allow replacement of the components.
- 2.6.5 All electrical wires shall be heavy duty plastic covered enclosed in loom(s). All exposed electrical junction boxes shall be constructed of plastic and enclosed with boots for protection against salt, chemicals, and road debris. All connectors shall be OEM, Weatherpack, Ampmate, or approved equal. Inside of all electrical panels, outside and underbody terminals shall be sprayed with suitable anti-corrosive spray.
 - 2.6.5.1 Wires penetrating through metal or other body or chassis material with acute edges, shall have commercial grommets of elastomeric material to prevent chafing, rubbing or cutting of electrical wires or insulation.
 - 2.6.5.2 Electrical wires and looms under the vehicle shall be fastened with vinyl/rubber insulated steel clamps at every 12 inches to prevent flexing.
 - 2.6.5.3 Wiring inside the breaker panel shall not pass over the top of breakers.
 - 2.6.5.4 The vehicle's brake lights, taillights, turning signal indicator lights, and backup (reverse) lights shall all be separate. Brake and taillights shall be red, indicator lights shall be red, and backup lights shall be white in color. Four-way flashers for hazard indication shall be wired together with the turn signal indicator lights. All light fixtures shall be OEM, Optronics, TruckLite, Peterson, Maxxima, or approved equal make. A third brake light shall be installed above the rear door. The backup (reverse) and license plate lights and all other lights shall be LED type

excluding OEM chassis lights. Vehicles shall have a rear license plate holder with a light.

2.6.5.5 Exterior lighting

- 2.6.5.5.1 OEM halogen or LED headlights sealed from moisture intrusion with high and low beams controlled by a column-mounted lever switch shall be provided.
 - 2.6.5.5.2 Headlamps units shall be of the latest type and low beam rating of 600-hour life minimum. Headlights shall be wired for daytime running.
 - 2.6.5.5.3 Headlights high beam indicator shall be installed on the instrument panel. An audible “headlights on” warning buzzer shall be installed to notify the operator that the lights are on when the engine is turned off.
 - 2.6.5.5.4 OEM amber front lens and the rear red lens lights shall be installed on the vehicle. The OEM directional signals are not independent of the brake lights. NJ TRANSIT accepts the OEM light package.
 - 2.6.5.5.5 LED rear stop and taillights shall be provided. Rear stoplights are to be independent of directional and hazard warning lights.
 - 2.6.5.5.6 Brake lights shall not override emergency flashers.
 - 2.6.5.5.7 Collision avoidance light shall be installed on the rear at the centerline of the vehicle. It shall be activated simultaneously with the stop lamp circuit. Collision avoidance lamp shall be a sealed, single unit light fixture.
 - 2.6.5.5.8 Two (2) OEM back-up lights adequate to illuminate for visibility when backing shall be furnished.
 - 2.6.5.5.9 A rear license plate light and all other lights shall be LED type excluding OEM chassis lights.
 - 2.6.5.5.10 Light shall be positioned in manufacturer’s standard location in such a manner as to illuminate the ground area in the immediate vicinity of the area of operation of the wheelchair lift.
 - 2.6.5.5.11 Light shall automatically activate only when the wheelchair lift doors are open. Illumination shall be sufficient to comply with ADA requirements.
 - 2.6.5.5.12 Rear Amber Strobe Flashers shall be activated when the lift operating circuits are energized.
 - 2.6.5.5.13 Front fog lamps
- 2.6.5.6 OEM light package shall be provided with the vehicle. Contractor shall supply lighting package information at the time of the pre-production meeting.
- 2.6.5.7 All non-OEM lighting shall be LED.
- 2.6.5.8 One (1) power ports 12-Volt outlets shall be provided in the driver’s cab area. At the Pre-production meeting NJ TRANSIT shall approve the final location for the power port outlets.

- 2.6.5.9 One (1) USB port outlet shall be provided in the driver's cab area. At the Pre-production meeting NJ TRANSIT shall approve the final location for the USB port outlets.
- 2.6.5.10 Front overhead shelf
- 2.6.5.11 OEM all weather floormats
- 2.6.5.11 All lights and the wiring shall be in complete compliance with NJAC 16:53-6.10.
- 2.6.6 General Requirements of Electrical System
 - 2.6.6.1 Insulated wiring shall conform to the current and latest revised versions of SAE standards J1127 and J1128. Insulation material shall be selected for the maximum ambient temperature of its on-vehicle environment per table 1 of SAE standard J1292 latest edition.
 - 2.6.6.2 Insulated wiring shall be color-coded and permanently heat or ink stamped at minimum six inch intervals with number or function codes. There shall be no duplication of the identification codes. Each wire's gauge, code identification, and SAE type (GPT, HDB, SXL, etc.) shall be referenced on electrical diagrams covering all contractor installed electrical systems and their connections to OEM electrical systems.
 - 2.6.6.3 The wiring shall be continuously enclosed in non-metallic loom meeting current SAE standard J562, and be adequately supported and routed for protection from heat, moisture, solvents, corrosion, road debris, abrasion and tension. Wiring shall be of sufficient length to permit proper positioning as well as replacement of terminals at least twice without excessive tension. The vehicle will come with OEM batteries mounted in an OEM location. All wiring for the battery system will be OEM.
 - 2.6.6.4 Quality and workmanship of the body wiring shall match or exceed the industry standard.
 - 2.6.6.5 This specification shall apply to alternator, battery, air conditioning system, lift, fuses, circuit breakers, and all other electrical components.

2.7 Body Construction:

Vehicle construction shall meet applicable Federal Motor Carrier Safety Regulations (FMCSR) and Federal Motor Vehicles Safety Standards (FMVSS). A copy of the manufacturer's self-certification regarding compliance with all applicable standards shall be provided during both the Pre-award and Post-delivery Buy America Audits as required by the FTA.

- 2.7.1 The Roof:
 - 2.7.1.1-The vehicle must comply with all FMVSS requirements.
 - 2.7.1.2 Roof construction shall allow a clear floor to ceiling height in the passenger compartment of 72 inches headroom minimum, with insulation in place. The OEM headliner will be acceptable.
 - 2.7.1.3 All roof seams need to be properly sealed to prevent leakage.
 - 2.7.1.4 The roof seams shall require normal recommend manufacturer's periodic maintenance all throughout the entire useful life of the vehicle.

The roof is preferred to be of a single continuous panel but in case the roof is made up of more than one panel then the seams shall be sealed to preclude any water or moisture leaks.

2.7.2 Wall Construction:

2.7.2.1 The roadside and curbside wall structures shall be OEM wall construction. All components making up the side walls shall be OEM wall construction. Exterior and interior sidewalls shall be OEM wall construction.

2.7.2.2 Edges of the window cutouts made in the wall shall be properly and thoroughly sealed to preclude any water or moisture infiltration inside the wall through leaking or weeping.

2.7.2.3 All body panel joints shall be moisture sealed.

2.7.3 The Floor:

2.7.3.1 The vehicle shall have a complete OEM steel body, subfloor, step and wheel well housing. A zero-rust or product with ASTM-B117 salt spray exceeding 1000 hours of 3.5 miles DFT, in a manner that no part of the steel member is left bare and exposed to the weather elements.

2.7.3.2 The OEM steel floor and cross member system shall be provided.

2.7.3.4 The vehicle must be installed with a complete aluminum floor system that is made from aluminum extruded sections. Sections of the aluminum extrusion shall incorporate L Track tiedown tracks milled flush into the extrusion structure. Each extrusion shall have a minimum wall thickness of .08". The floor system must be chemically bonded to the OEM floor and remove the need of welding or excessive drilling and bolting. The adhesive shall be moisture curing one-part polyurethane with a tensile strength greater than 6 N/mm². Vehicle modifier shall provide documentation of "in-vehicle" testing done on the aluminum floor system that complies with all FMVSS regulations pertaining to Seat installation and Wheelchair securement devices. The floor system shall allow for full use of the vehicle's spare tire storage winch.

2.7.3.5 The floor shall be covered with ALTRO Pewter Grey TFM 2289, TARABUS Sirius NT 6768 Griffon, or approved equal light gray color flooring. The floor covering as well as transitions of floor material shall be smooth and present no tripping hazards.

2.7.3.6 Floor covering shall be applied to the plywood per the manufacturer's recommended procedure. Floor covering and all its edges shall be glued or welded. Seams shall be glued and there shall be no space between mating pieces of vinyl. Installation of floor covering shall be completely free of air bubbles, debris or other defects. Finished floor surface shall not show any uneven levels or other irregularities. Metal covers or fasteners shall not be used to cover the seams or to hold the floor material in place.

2.7.3.7 Floor covering shall meet FMVSS 302 addressing fire and flame retardancy, and smoke suppression, and shall not emit toxic and/or lethal hydrogen chloride fumes if ignited. Flooring material shall be of a

low maintenance easy to clean type with minimum coefficient of friction of 0.6 for the steps and floor area.

2.7.4 Wheelchair Lift :

An electro-hydraulic or electro-mechanical powered wheelchair lift shall be mounted at the rear curbside of the vehicle .The lift shall have a platform, which can be raised and lowered, to a fully cantilevered position, and platform is to be of sufficient strength to support an 800 pound load. The lift shall be mounted on the vehicle in such a manner that cutting of structural members is not required, and also the lift shall be constructed so as to clear the side of the vehicle without extensive, if any, structural body modifications. The lift platform shall have a provision for mechanically (interior & exterior roll stop barriers) holding the wheelchair in place as they are raised or lowered. The lift must meet all ADA requirements as delineated in the Federal Register, Part IV, Department of Transportation, 49 CFR 27, 37, and 38, Transportation for Individuals with Disabilities; Final rule, Friday, September 6, 1991, and the FMVSS regulations as delineated in the Federal Register, Part IV, Department of Transportation, 49 CFR part 571, Federal Motor Safety Standards; Platform Lift systems for Accessible Motor Vehicles, Platform lift installation on Motor Vehicles; Final Rule, December 27, 2002. Platform shall have a usable minimum width of 34 inches and minimum depth of 54 inches. The lift shall be Braun Century 2 Series Model NCL919FIBHB-2, or approved equal with a minimum platform area of 34" X 54".

Failure of the lift to meet the ADA and FMVSS requirements will be cause for the vehicle to be rejected. Power unit shall be 12 volt electro-hydraulic operated. Power unit shall be capable of operation in temperatures to -20°F and shall be readily accessible for maintenance. The lift shall be equipped with a hand pump for powering lift up and down in the event of power failure. Throughout the range of lift operation, all edges of the platform surface and the visible edge of the vehicle floor or bridging device must be outlined in a minimum of 1 inch wide outlines that contrast greatly with the background color (e.g., bright yellow outlines on the black platform surface). There must also be a starter interrupt installed that prevents the engine from starting if the curb side lift doors is open.

The lift shall comply with FMVSS 403 and the manufacturer shall affix a label on the lift to certify the same. The label shall clearly identify the lift as 'DOT - Public Use Lift'. Lift installation shall fully comply with ADA regulations, FMVSS 404, as well as other applicable FMVSS requirements.

- 2.7.4.1 Installation of the wheelchair assembly shall not cause excessive unbalanced loading of the vehicle. The installed lift shall be free from rattles and other objectionable noises in the stowed position when the vehicle is operated over rough roads. The design and installation shall minimize metal to metal contact points. If necessary the Contractor shall supply additional restraints or padding to ensure the quiet riding of the lift in the stowed position. The installation of the lift mounting system shall be done in a manner that does not require

notching, cutting, or welding the existing OEM frame or cross members. The mounting system shall be fastened to the vehicle floor structure using self-locking fasteners and should be coated to resist corrosion. System should be installed in a manner that it can be easily serviced. The mounting system should allow the lift to be slid to the side to allow ambulatory passengers to enter the vehicle through this door. The mounting system is to include a photo electric eye to prevent lateral movement if an obstruction is detected in the walk through area. All sliding mechanisms shall be constructed of materials to best resist corrosion and friction and require minimal maintenance. The mounting system must comply with all applicable FMVSS requirements.

- 2.7.4.2 The controls shall be interlocked with the vehicle brakes, transmission, or door, or shall provide other appropriate mechanisms or system to ensure that the vehicle cannot be moved when the lift is not stowed and so the lift cannot be deployed unless the interlock or systems are engaged.
- 2.7.4.3 Lift shall be totally self-contained and connect only to the vehicle's electrical system. Installation of the lift shall be done without modifications to the vehicle frame. The lift platform shall be oriented in the center of the lift door in a manner that the platform or railing does not rub against the doorframe during any part of lift operation. The lift shall be reinforced by being mounted onto a 3/16" steel plate or secured to the floor cross members to chassis frame. Lift shall be installed so as it is readily accessible for maintenance and repair.
- 2.7.4.4 Lift shall be circuit breaker protected. The breaker shall be located under the hood or inside the battery compartment for easy accessibility for maintenance and service. Regardless of location, the circuit breaker shall not be subjected to road splash or weather elements. A decal shall be applied to indicate the location of the circuit breaker. A lift power switch shall be provided on the body switch panel or dash. All switches shall be designed to prevent inappropriate "operator action" in lift operating cycles.
- 2.7.4.5 An automatic anti-roll barrier shall be provided on the outer edge of the platform. The barrier shall be automatically actuated type, shall be a minimum of 3½ inches high, and shall form a ramp incline of not more than 15° to facilitate rolling the mobility device onto the platform when the lift is at ground level. Handrails shall be provided on each side of the platform. Handrails shall not decrease platform clear width. Any movement in the platform threshold area when platform is 1" or more below floor level shall activate a threshold warning system in compliance with all requirements of FMVSS 403.
- 2.7.4.6 An inner barrier shall be provided.
- 2.7.4.7 Lift shall have a weight sensor or relief valve to prevent stowing when a load of fifty (50) pounds or more is anywhere on the platform surface.
- 2.7.4.8 A safety cut-off switch or interlock shall prevent operation of the lift when the lift/passenger door is closed.
- 2.7.4.9 Controls for all lift operations shall be in a hand held box on a 10' long, flexible, coil cord. The box located at the end of the cord shall provide a weather tight control with lighted switches appropriately spaced for the ease of operation by the attendant operating lift from ground level. The cord and control box shall not entangle in lift mechanism, lift platform or doors. The control box shall have a fixed position receiver on the lift door panel to store the box when not in use by the operator. The receiver location shall be labeled, "Place Lift Control Box

here when not in use." Alternately, provision shall be made to 'park' the control box on the lift side post or parallel arms, with easy access from inside and/or outside of the vehicle. The lift shall have keeper and door mounted keeper with signage since both are required.

- 2.7.4.10 A minimum of two (2) separate lights shall illuminate the exterior lift/passenger door area and the lift platform, when lift rear doors are in open position. One light fixture shall be in the ceiling inside the lift door, and the other shall be on the exterior wall below the lift door threshold. A door-activated switch shall switch-on these lights as soon as the lift rear door is opened. The intensity of light illumination shall be minimum 5 lumens/sq. ft on platform and 1 lumen/sq. ft on the ground. The selection of location of the lights shall preclude any possibility of damage to the light assembly during normal service.
- 2.7.4.11 Maximum velocity to lower and raise the lift shall be 6"/second, and to stow and deploy shall be 12"/second. Temperature range for operation of lift shall be within -20° F to +120° F.
- 2.7.4.12 The lift controls shall have InterMotive Products manufactured 'Intelligent Lift Interlock System (ILIS)', InPower model ITM 116, ITM 126 or approved equal interlock system that shall comply with ADA mandated requirements. The system shall use solid state microprocessor controller with self diagnostics and "Plug & Play" type wiring connections to connect with vehicle chassis. The system shall be provided with a dash mounted LED subsystem status display panel. The system shall ensure that the vehicle transmission cannot shift out of Park until the lift door is fully closed and the park brake is released; and that the lift cannot be deployed unless the interlock system is engaged. The system shall be offered for NJ TRANSIT's review with the Request for Change documents.
- 2.7.4.13 A warning light shall be provided at the driver's station to indicate when the door is open for wheelchair/passenger operation.
- 2.7.4.14 When the rear door are open the rear amber strobe light will be activated.
- 2.7.4.15 The Contractor shall arrange for a representative of the lift manufacturer to inspect, approve and certify the lift installation in the vehicle. The certificate shall be provided to NJ TRANSIT at the time of pilot vehicle buy-off inspection. Installation of the lift on all production vehicles shall strictly adhere to such certified installation procedure. A copy of the certificate shall be attached to each vehicle lift.

2.7.5 OEM Curb-Sliding Passenger entry Door

The OEM must provide ingress or egress to the vehicle interior by ambulatory passengers through the OEM curbside sliding door opening behind the co-pilot door.

- 2.7.5.1 On the co-pilot side of the vehicle a running board starting from the co-pilot side to the ended of the open sliding door position will be provided for this vehicle. The board shall be constructed in a manner that will not allow snow accumulation and retain the anti-slip characteristic in all weather. Contractor will provide a

detailed running board drawing at the pre-production meeting for approval by NJ TRANSIT.

- 2.7.5.2 All steel parts will either be powder coated or plated to maximize corrosion resistance.
- 2.7.5.3 All fasteners must self-locking. All washers will be through hardened. All hardware will be zinc plated to provide corrosion resistance.
- 2.7.5.4 All sliding mechanisms will be constructed in such a manner as to achieve both corrosion and friction resistance as well as to provide minimal maintenance.
- 2.7.5.5 The OEM sliding passenger door will be available with a photo-electric to prevent lateral movement should an obstruction be detected in the walk through area.
- 2.7.5.6 Grab bars are to be installed on both side of the ambulatory walk through area. The location shall not interfere with the operation of the sliding passenger door. Contractor will provide a detailed Grab bars drawing at the pre-production meeting for approval by NJ TRANSIT.
- 2.7.5.7 Running boards shall be capable of withstanding a test weight of 500 pounds without permanent deformation of the running boards or its supporting structure.
- 2.7.5.8 Running boards shall be securely mounted to the vehicle to prevent flexing when used by occupants entering and exiting the vehicle.
- 2.7.5.9 The height of the running boards, as measured from the ground to the top surface of the step, shall be no greater than 14 inches.

2.7.6 Non-Ambulatory Passenger Entrance/Exit

- 2.7.6.1 Driver operated, OEM rear entrance door with large upper viewing window capable of being locked shall be furnished.
- 2.7.6.2 The vehicle shall also be equipped with the two (2) OEM rear doors and locking system.
- 2.7.6.3 The door shall have a header pad covered with color upholstery that contrasts with interior color scheme.
- 2.7.6.4 Rear end door shall be equipped with a 'door ajar' warning buzzer. The emergency door shall be lockable from inside to secure the vehicle when parked.
- 2.7.6.5 One or both of the rear doors shall serve as an emergency exit and shall be a clear opening and be noticeably labeled. Door must open simply from the inside even if locked. The rear doors shall be of the 253-degree rear doors opening type. Doors shall be secured while open via either "door grabbers" or strong magnets capable of preventing accidental closure in windy conditions.
- 2.7.6.6 The door shall be permanently marked "EMERGENCY EXIT" on the interior with red, and exterior with black, clearly legible letters on white background. The letters shall not be less than two inches high.
- 2.7.6.7 The door shall have a readily accessible interior release handle. Directions for operation of the release handle shall be labeled red and posted immediately adjacent to the handle. The seats near the door

shall not obstruct the operation of the release handle, nor block access to the door.

2.7.7 Operator's/Co-pilot Door:

The vehicle shall have a chassis OEM operator's door on the streetside, with a power window and a key lock mechanism. The vehicle shall have a chassis OEM copilot door on the curbside with a power window and a key lock mechanism.

2.7.7.1 The vehicle shall have a snow proof perforated side running board as supplied by the OEM. The vehicle shall have a dual Aluminum running board with Traction Tape for the driver side and for the copilot side. The board shall be constructed in a manner that will not allow snow accumulation and retain the anti-slip characteristic in all weather. Contractor will provide a detailed running board drawing at the pre-production meeting for approval by NJ TRANSIT.

2.7.7.2 The height of the running boards, as measured from the ground to the top surface of the step, shall be no greater than 14 inches.

2.7.7.3 Running boards shall be capable of withstanding a test weight of 500 pounds without permanent deformation of the running boards or its supporting structure.

2.7.8 Windows:

2.7.8.1 Windshield shall be laminated, tinted and in conformity with Federal safety requirements. The windshield will permit a driver's field of view as referenced in SAE recommended practice J1050.

2.7.8.2 All exposed edges of glass shall be banded or ground smooth.

2.7.8.3 The windows shall be OEM standard tinted safety glass, with all latch mechanisms recessed. Windshield shall be fixed type, glazed with safety laminated glass, tinted above eye level.

2.7.8.4 Rear window shall be factory, dark tinted "Privacy Glass".

2.7.8.5 Entire window cutouts shall be thoroughly sealed on the interior and exterior using appropriate sealant to preclude possibility of water and moisture getting inside the wall.

2.7.8.6 The driver's and co-pilot door windows shall have powered operated windows.

2.7.9 Insulation:

The OEM insulation is acceptable.

2.7.10 Interior Body Walls:

2.7.10.1 Interior body walls shall be OEM body wall construction, Molded ABS, or approved equal. Contractor s shall submit samples of interior finish with pre-qualification documents.

2.7.10.2 The upper cab area including the ceiling shall be covered with OEM material, vinyl, Fiberglas, or ABS plastic material that coordinates with the color of the OEM cab interior. ABS plastic used shall be laminated

to have rigidity equal to or better than that of the Fiberglass of the same thickness.

2.7.10.3 If the seat mounting rails are made of steel then they shall be primed and painted black or gray to preclude rusting throughout the life of the vehicle. Aluminum rails shall have natural finish.

2.7.11 Passenger Compartment Lighting:

2.7.11.1 Passenger compartment lighting shall be provided to give sufficient interior light for both safety and security. A minimum of three (3) evenly spaced overhead lights on each side shall be provided for the vehicle. The lighting system shall have a total luminous intensity of not less than five rated candlepower per designed passenger capacity. Light fixtures shall be located so as to provide a reasonably uniform diffusion of light within the passenger compartment and driver's area. The lamps shall be located or shielded so as to prevent direct rays of light striking the windshield. Details of interior lighting shall be provided in the vehicle drawings to be submitted within fifteen days after NTP.

2.7.11.2 Interior lights shall not be directly connected to OEM dash light or head light switch but shall have a separate circuit breaker protected switch.

2.7.11.3 A dome light shall be provided in operator's area to provide sufficient illumination to read a map. Dome light shall have an independent switch.

2.7.11.4 A minimum two lights shall be provided in the area of the OEM sliding door, one inside the passenger sliding door to illuminate the steps area and another outside the passenger sliding door to illuminate the loading area. A door-operated switch shall turn-on these lights when the passenger door opens.

2.7.12 Stanchions and Guard Rails:

2.7.12.1 All stanchions and grab rails shall be made of minimum one and a quarter inch diameter steel tubing and powder coated bright yellow for better visibility. All guardrails shall also be of one and quarter inch diameter tubing. Guardrails and hardware for the stanchions, grab rails, and guardrails shall be of 304 series non-corrosive stainless steel or 201 stainless steel. Connecting parts shall be Stainless steel, ABS or approved equal. Guardrails shall be padded with an energy absorbing material designed to minimize injury producing impact forces. Padding on each guardrail shall extend from the vehicle wall to the guardrail's farthest support. Stanchions, guardrails, and grab rails shall all be installed to provide proper knuckle room. Guardrail bends (if any) shall be formed with smooth radii, and shall have no kinks, sharp corners or edges. Guardrails shall be located approximately thirty (30) inches above the floor.

2.7.12.2 All stanchions shall extend straight from floor to roof and be securely fastened to the floor structure and the roof bows. At the locations where the stanchions do not line up with roof bows, they shall be securely fastened to steel plates which in turn shall either be welded to the roof bows or secured to the roof bows through stainless steel or Zinc

fasteners. Adequately sized stainless steel or zinc fasteners shall be used to secure the ends of all stanchions, guard rails, and grab rails into the ceiling, floor, and sidewall steel structure so that they provide full support when passengers lean on them. Sample of fasteners shall be offered for NJ TRANSIT's review and approval at the pre-production meeting. Top cap brackets connecting stanchions to the ceiling shall be straight when installed.

2.7.12.3 Guardrail panel surfaces facing the passengers shall be foam padded and covered with vinyl in color coordinated with the vehicle interior.

2.7.12.4 A vertical stanchion shall be installed at the right rear corner of operator's seat in such a position as neither to interfere with adjustment of operator's seat nor to obstruct the aisle. A guardrail shall extend from this stanchion to the street sidewall. A rigid, tinted plastic or molded Plexiglas shield shall be provided to the rear of operator station. The shield shall be minimum eighteen (18) inches wide, and shall extend from at least two (2) inches below the top of the operator's seat back to not less than eighteen (18) inches from the ceiling. All the dimensions of the shield including the thickness, shall comply with NJDOT regulation 16:53-6.29. The shield shall allow adjustment for driver headrest and seat. The fasteners used to secure the modesty panels and the Plexiglas barrier shall be minimum 1/4" size, and driven into steel. Sheet metal screws shall not be used as fasteners to secure any panels, or grab rails.

2.7.12.5 At the pre-production meeting NJ TRANSIT shall approve the design for the pilot vehicle. The final approval for the design shall come after the pilot testing period since NJ TRANSIT may require modification to the design. This design change will not be a cost extra.

2.7.12.6 Entrance grab rails shall be positioned on right and left sides of the door such that passengers shall have added support while boarding or disembarking the vehicle. Grab rails and stanchions shall be powder coated bright yellow for better visibility. Proposed handrail designs shall be offered at the pre-production meeting with the Contractor, subject to NJT approval.

2.7.13.7 Vehicles 22' in length and over, shall be provided with a powder coated bright yellow overhead grab rail which shall be full length of the bus from the rear to the entrance area located on streetside of the aisle, in compliance with ADA and NJDOT.

2.7.13 Body Dimensions:

Body dimensions of the vehicles shall be as stated in the appropriate attachment. Front and rear overhangs shall comply with the NJDOT mandated restrictions.

2.8 Seats - Seating:

2.8.1 Operator's Seat:

2.8.1.1 Operator's seat shall be installed on the OEM pedestal, without compromising the performance of the operator side air bag. The seat installation shall comply with the chassis manufacturer's guidelines.

2.8.1.2 Operator's seat shall be as supplied by the OEM Chassis Manufacturer and equipped with shoulder harness and lap belt. The seat shall also have an adjustable lumbar support for driving comfort, and an up and down adjustable folding type armrest on right side. Upholstery for the operator's seat shall be NPF Upholstery combination #039. The inserts shall be River, Trim shall be CMI D-90 gray and the back of back shall be CMI D-90 Gray Or OEM. The NPF cloth shall have the waterproof surface feature.

2.8.1.3 Co-pilot area shall be converted to a walker storage area. Proposed design shall be offered at the pre-production meeting with the Contractor, subject to NJT approval.

2.8.1.4 Driver Seat Guard Shield

2.8.1.4.1 A sneeze shield guard shall be installed for the driver seat area and sized to shield the entire head area of the driver. The contractor must provide a Protective Safety Barrier solution which is generally available and currently in production and in use in a Transit environment. The Protective Safety Barrier must pass DOT inspection and NJ MVC. The contractor must provide a Protective Safety Barrier solution which is generally available and currently in production and use in a Transit vehicle environment. The Protective Safety Barrier must be able to pass DOT inspection and NJ MVC.

2.8.1.4.2 The shield shall be made of clear polycarbonate material for durability and impact resistance. The protective safety barrier partition shall be designed with a clear and transparent plexiglass using 1/4" or LEXAN USING 3/16" minimum thickness adhering to NJ MVC Regulation NJAC 16.53-6.29 or approved equal that is coated in the upper panel to prevent glare and minimize reflection. The protective safety barrier partition shall be designed to minimize glare and reflection from outside light sources throughout the day and night. The protection safety barrier shall have a scratch resistant coating or other mechanism to minimize scratches on it. The protection safety barrier shall have a scratch resistant coating or other mechanism to minimize scratches on it.

2.8.1.4.3 The guard shall not absorb germs. The protective safety barrier should be easy to clean and disinfect. The protective barrier must protect the operator from

spread of germs i.e. coughing and sneezing into the driver area. The protective safety barrier shall act as a divider between the driver and passenger occupants.

- 2.8.1.4.4 Quickly and easily attaches to the head rest. The protective safety barrier should be easy to operate and easy to maintain. The safety barrier components be easily and quickly replaceable during repair and maintenance service.
The guard shall be tight fit with no bouncing or rubbing against the seat for a quiet ride with minimal noise or vibration during normal on road operation.

The protective guard allows the driver to adjust the barriers forward and back and recline as necessary. These guards may be installed and part of dealer's post delivery process.

- 2.8.1.4.5 The protective safety barrier partition should have no holes drilled or openings in the shield but must ensure the capability of the operator communicating with passengers.

- 2.8.1.4.6 The contractor/manufacturer must fully install the safety barriers. NJ TRANSIT inspector in conjunction with the manufacturer/contractor shall test / inspect all the vans of the installed protective safety barriers to ensure that the barriers operate in accordance with and adhere to the proposal requirements and the operation and maintenance manuals for the provided products.

- 2.8.1.4.7 The design for the protective safety barrier will be approved for the pilot at the pre-production meeting. After approval of the pilot, NJ TRANSIT will allow the design on the production vehicles. All changes to the protective safety barrier will be at the Contractor's cost in order to make the feature fully functional and in compliance with the specification requirements for all the vehicles including the pilot vehicle. This cost shall include all associated costs for material, design, production, and installation.

2.8.2 Passenger Seating:

The passenger seating shall comply with FMVSS 225 for 'Child Restraint Anchorage System'. Minimum two seats on every vehicle of each floor plan shall be provided with Child Restraint Anchorage System. NJ TRANSIT shall select the locations of these two seats on each floor plan, at the Pre-production meeting.

2.8.2.1 The fixed seats shall be bucket-contoured type. The seat shall be Freedman GO-ES or approved equal. Each seating position shall be equipped with 3PT shoulder and lap combo seat belts. Seats must meet or exceed all applicable Federal Motor Vehicle Safety Standards including FMVSS 207 and 210.

2.8.2.3 Seat construction:

- a. Foam material shall be polyurethane or approved equal. Foam material shall comply with FMVSS302 regulations regarding flammability is required. Foam material complying with FMVSS302 and Docket 90-A regarding flammability is acceptable.
- b. Separate back and seat cushions shall be provided for each seat.
- c. Upholstery for the seat cushions and seat back shall comply with FMVSS 302 regarding flammability. Upholstery for the seat cushions and seat back shall be Level 4 material which complies with FMVSS302 and Docket 90-A regarding flammability is acceptable.

Upholstery for the front side of the seats shall be Freedman Seating Company make Morbern wave free style vinyl WV-205 navy or approved equal and Morbern wave free style vinyl RU-205 blue or approved equal. Navy shall be used for the center areas of seat back and cushion and blue shall be used for the perimeter and sides areas of the cushion and seat back. There shall not be significant wear after 30,000 double rubs with a no 8 cotton duck using the Wyznebeek test method. The vinyl shall be supplied with an anti-bacterial/anti-microbial treatment. Seat back panels shall be covered with dark blue fabric.

- d. All seats except those with backs against a wall, lift, or lift barrier shall have individual energy absorbing type grab handles of maximum 1 1/4 inch diameter. The grab handles shall be molded foam type, in bright black color, and shall be mounted at the top center of each seat back. Seats must be designed to allow for the addition of the following accessories without being removed from the base frame. These accessories include grab rails and flip up arm rests
- e. Seat bottom covers are to be easily removable from the cushions without removing seats from the base frame. All covers shall use a plastic extruded "arrow in trench" system to fasten covers to the seating system and must not require the use of any specialized tools or equipment to replace or remove.
- f. Aisle side of all forward facing aisle seats and both sides of all aisle facing seats shall have American Seating make Horizon Slim-rest molded arm, Freedman seating make flip-up type, Molded US Arm, or approved equal black armrests.
- g. Nano Protected Fabric (NPF)
The Contractor shall provide and install "NPF Cracked Ice" level 5 on all the passenger seats.
- h. The Contractor shall provide and install "pillow seat" on all the fixed passenger seats

- 2.8.2.4 All seats and their installation shall comply with FMVSS 207.
- 2.8.2.5 All Freedman GO-ES passenger seats shall be equipped 3 point seat belts with automatic retractors. The lap/shoulder seat belt anchorages, both torso and lap, on passenger seats shall be integrated into the seat structure, so as not to impede emergency egress, and shall comply with the provisions of FMVSS relevant to lap/shoulder belt and anchorages, respectively. Belt buckles shall not be hanging down on to the floor when not in use.
- 2.8.2.6 Minimum hip to knee clearance shall be twenty-seven (27) inches. NJ TRANSIT may allow minimum hip to knee clearance of twenty-six (26) inches only in case the vehicle body dimensions prohibit such restriction, provided that the unobstructed knee room shall not be less than NJDOT mandated seven (7) inches. The seat spacing shall fully comply with NJDOT regulations.
- 2.8.2.7 Seat and back cushions of all seats shall be designed to safely support designated number of passengers under normal road conditions.
- 2.8.2.8 The front and rear of all exposed passenger seats shall be fully padded extending to seat cushion level with an energy absorption material sufficient to minimize injury producing impact forces. Back cushions shall be constructed so as to eliminate exposed screws or bolts, which contribute to vandalism of seats and their components.
- 2.8.2.9 All seats shall have minimum depth of 17 inches.
- 2.8.2.10 Fold-away Seat(s)
 - a. The foldaway seats shall be of equal padding, design and comfort as the fixed seats.
 - b. Fold-away seats shall have no inboard floor anchors.
 - c. Seats shall be Freedman and Freedman Foldaway or approved equal. In the folded position, the seat shall not pose safety hazard to the passengers or the wheel chair riders by levers, handles, or similar protruding parts.
 - E Foldaway seat shall have Freedman TDSS feature for tie-down storage.

2.9 Mobility Device - Passenger Securement System:

- 2.9.1 Individual securement system, complying with the ADA requirements and with for the SAE J2249 and ANSI/RESA, Section 4 WC18 shall be supplied and installed for each mobility device location for the electric Ford Transit. The Contractor shall obtain a certificate from securement system manufacturer validating that the system supplied complies for the Electric Ford Transit vehicle with the said criteria and fully meets all requirements specified here below; and provide the certificate to NJ TRANSIT at the time of pilot vehicle buy-off inspection.
- 2.9.2 The securement system for floor plans shall be Q'Straint OMNI Floor-Aluminum Floor composed of interlocking profiles that integrate L-track or approved equal. The Aluminum profile and the L-Track is one piece, eliminating the need to install or bolt L-Track. The floor system allows for

flexibility when determining passenger seating and wheelchair locations by use of rail designs.

- 2.9.3 The securement belts shall be automatic retractable type and shall attach to flush mounted L-track via a plunger type of locking feature. The tracks shall be supplied by Securement System OEM and made of corrosion-free aluminum with a clear anodized finish. The floor tracking shall be flush mounted with the flooring (Q'Straint "Omni" style flanged I-track or approved equal). The above floor anchorages shall be supplied by Securement System OEM. Bolt material as per ASTM F835 or equal with a special sealant applied under the bolt head. Hardware shall withstand common, normal and customary working environmental conditions and shall not fail for the five year design life period of the vehicle. All hardware shall meet a minimum of 50 hours salt spray testing to SAE B117. The fasteners used (bolt, nut, washers, etc.) shall be from Securement System OEM only. The restraints shall be easily adjustable to accommodate devices of varying sizes and types, including lightweight chairs with cambered wheels.
- 2.9.4 The securement system shall have following features:
 - 2.9.4.1 All steel components shall be heat treated for strength and electroplated for corrosion resistance.
 - 2.9.4.2 Each retractor shall have two sprockets which lock simultaneously at any position of the strap extension.
 - 2.9.4.3 Retractors shall be automatic tensioning and locking type.
 - 2.9.4.4 The retractor shall have J hooks that are flattened such that the dimension across the flat surfaces is no more than 0.45 inches.
 - 2.9.4.5 Securement Anchorage for the vehicles shall use the low profile style, with retractors and lap and should belts, or approved equal brackets. The installation shall fully comply with ADA regulations, and shall not cause tripping hazard on the vehicle floor.
 - 2.9.4.6 Retractor straps for floor plans shall have a positive buckle and locking tab style lock attachment.
- 2.9.5 The webbing for mobility device securement and the webbing for the occupant restraint system shall have different and contrasting colors.
- 2.9.6 One wall mounted pouch with cover, shall be provided for each mobility device location for the storage of loose restraint belts. The pouches shall be riveted to the vehicle sidewall steel adjacent to the mobility device. The pouches shall be provided by the securement belt manufacturer.
- 2.9.7 In addition to the securement belts for the mobility device, each mobility device location shall be provided with a retractable type shoulder and lap belt. The shoulder belt shall be minimum sixty (60) inches long for the vehicles with one mobility device location. The vehicles with two or more mobility device locations shall have two of the shoulder belts sixty (60) inches long. The locations to which these extra-long belts shall be attached, shall be selected at the pre-production meeting. Further, a minimum twelve (12) inches long seat belt extender per mobility device shall also be provided for securing the rider. The loose shoulder belts shall be provided with straps to keep them tied when not in use, to prevent dangling.
- 2.9.8 'L' track shall be installed near the floor near each wheelchair position and anchored into the sidewall steel or into the floor steel, to anchor the 'floor'

retractors in location matching with each wheelchair position allowing minimum sixteen (16) inches horizontal adjustment.

The retractors shall be secured to either the seat track or a 16" section of 'L' track mounted on either the wall or floor, which permits the retractor to easily shifted to match the entire 16" top mounting track.

- 2.9.9 The mobility device securement area, or the immediately adjacent area, shall not be obstructed by after-market fixtures such as reflector triangle storage boxes, etc.
- 2.9.10 Top bracket for the shoulder harness shall have a minimum five (5) inches of vertical adjustment. For wheelchairs located against the rear wall of the bus, the top of this securement is mounted to the rear wall of the bus and the retractor is fix mounted to the floor. Except for a wheelchair location against the rear wall of the bus a sidewall mounted L track shall provide minimum sixteen (16) inches of horizontal adjustment. Wall mounted bracket for restraining the shoulder harness bracket shall be firmly secured to the vehicle wall steel structure. No parts of the installation bracket or its hardware shall be visible from outside the vehicle. The vehicle manufacturer for this proposal shall certify that the installation on the proposed vehicles, more specifically the Ford electric transit vehicles complies with all FMVSS vehicle testing requirements per ADA which includes vehicle pull testing performed on the Electric Ford Transit vehicles submitted for the bid. The vehicle manufacturer/upfitter shall certify that the installation complies with this requirement and that a pull test has been performed on the electric ford transit vehicle to conform to this specification requirements. The installation shall provide for the shoulder harness to be diagonally placed across the passenger's chest below the neck level, but above the lower abdomen, per SAE J2249, Appendix F and ANSI/RESNA section 4: WC18 requirements.
- 2.9.11 The Contractor shall provide 4 Webbing loops per mobility device utilizing Q'Straint model no. Q5-7580 or approved equal. The Webbing loops must meet the SAE J2249 and ANSI/RESNA section 4 WC18, and ISO 10542.
- 2.9.12 The Contractor shall arrange for a representative of the securement system manufacturer to inspect, approve and certify the system installation in the Electric Ford Transit vehicle. The representative shall further certify that the anchorages and the fasteners used for installation are all OEM components. The certificate shall be provided to NJ TRANSIT at the time of pilot vehicle buy-off inspection. Installation of the Securement system on all production vehicles shall strictly adhere to such certified installation procedure.

2.10 Safety Equipment:

Following safety equipment shall be provided and secured in front portion of the vehicle in proximity of the operator. Equipment shall not pose a hazard to passengers entering or exiting the vehicle. NJ TRANSIT shall select the exact locations for installation of the safety items, during prototype inspection.

2.10.1 Fifteen-unit first aid kit with mounting bracket.

2.10.2 One, H. & S. Manufacturing Inc., make Stock No. BF-129, American Safety & First Aid, make Body Fluid Disposal Kit #2701 or approved equal

“Bodily Fluid Disposal Kit”.

2.10.3 One (1) seatbelt cutters for the wheelchair position and one located in the front of the bus with Velcro for attachment.

2.10.4 A 5 lb. fire extinguisher, with a 10 ABC rating and visible gauge with mounting bracket.

2.10.5 ICC triangular flare kit with mounting bracket.

2.10.6 Emergency electrical fuse kit consisting of all spare fuses supplied by chassis OEM and one fuse of each type and size used by the body manufacturer.

2.10.7 All OEM installed safety and security features shall not be removed including:

- AdvanceTrac with RSC (Roll Stability Control) or approved equivalent
- Safety belts - 3-point for all seating positions
- Tire Pressure Monitoring System
- Ford Co-Pilot360 technology
- Pre-Collision Assist with Automatic Emergency Braking (AEB), Pedestrian Detection and Forward Collision Warning and Dynamic Brake Support
- Lane-Keeping Aid
- Auto High Beams
- Post-Collision Braking

2.11 Undercoating:

All steel material on the frame, fenders, underbody, chassis, wheel wells, and body except cab, drive shaft, engine, transmission, differential, heat shields, and power steering, shall be treated to prevent corrosion and deaden sound wherever allowed by the vehicle OEM and/or vehicle conversion manufacturer. The undercoated shall be with TECTYL 127G Silver, Tectyl 121BN, Tectyl 121B , BASFDegacoat 300, Pure Asphalt76-M, Z-guard 20060-B, Asphalt 7960, OEM, or approved equal, as required to meet chassis OEM “Rust through” warranty. Undercoating shall be composed of a nonvolatile base, grit and abrasive free material, dispersed in a solvent, which shall provide a homogenous formulation. Undercoating shall be applied to a uniform thickness with no bare spots. Over spray shall be removed. Undercoating shall be applied in conformance with the recommended procedure of the chassis manufacturer and shall not void in any way the chassis OEM warranty.

2.12 Paint:

Vehicle exterior shall be thoroughly cleaned and painted with one (1) coat of suitable rust resistant primer, and finished with minimum 2 mil coat of DuPont Imron 5000, 3.5 VOC; PPG. Concept Acrylic Urethane; or approved equal fleet white, to match with OEM chassis “White” paint. The exterior 2 mil coat of white finish shall not be required if the exterior skin is pre-finished with an approved process rendering an equivalent “White” finish. However, any fresh surface and edges of such pre-finished surface exposed as a result of the manufacturing process shall require primed and painted for protection. Prior to manufacture of the

vehicle the Contractor shall obtain approval from NJ TRANSIT on the paint pigment used and on the color of the fiberglass. This paint specification applies to bodies painted at the body manufacturer or any exterior body surfaces painted by a supplier to the body manufacturer i.e. 'Pre-finished' parts.

2.12.1 All wheels, including spare wheel, shall be chassis OEM powder coated, and painted white per this section. NJ TRANSIT allows the standard from OEM which is painted but not powder coated.

2.13 Signs and Decals:

The Contractor shall provide all decals mandated by law. These shall include, but not be limited to, emergency exits, standee line, ADA priority seating, etc. Decals shall be generated on a 2 mil thick, high performance premium grade, flexible vinyl film. Material used shall be Avery A8 opaque, 3M 180C series film, or approved equal.

- 2.13.1 All emergency exits shall be identified with appropriate permanent labeling including operating instructions for evacuation, lock operation and the direction of operation of the handle or control.
- 2.13.2 Operating instructions for the lift shall be posted on the inside of the lift door and on the lift itself.
- 2.13.3 Decal containing clear and precise instructions for operation of the mobility device four point securement system and seat and shoulder belts, shall be posted immediately adjacent to each mobility device position.
- 2.13.4 A sign shall be placed on the front wall overhead in full view of driver and passenger seating area, stating "All wheelchair securement belts must be placed on wheelchair and all passenger lap belts must be utilized by passengers prior to vehicle movement."
- 2.13.5 The necessary roof clearance needed for vehicle shall be posted as a decal in operator's compartment.
- 2.13.6 A "CAUTION HOT" decal shall be placed on the rear auxiliary heater.
- 2.13.7 A "No Smoking" decal shall be placed on the interior sides, rear and front wall of the vehicle.
- 2.13.8 A yellow and black safety stripping decal shall be placed on lower edge of auxiliary a/c evaporator to warn of low clearance.
- 2.13.9 Decals of international symbol of accessibility shall be placed on exterior sides and the rear wall of the vehicle. The symbol shall be a minimum of 6" X 6" or as required by ADA.
- 2.13.10 Decal in red letters on white background reading "FIRE EXTINGUISHER" shall be placed to indicate the location of fire extinguisher.
- 2.13.11 "WATCH YOUR STEP" warning letters shall appear upon entry of ambulatory passengers. The size, color, and location will be decided at pre-production meeting.
- 2.13.12 A decal in two inches high black letters stating "BATTERY COMPARTMENT" shall be placed outside the battery compartment.
- 2.13.13 A decal shall be applied to indicate the location of the lift breaker.

- 2.13.14 A decal stating: "Purchased by: FEDERAL TRANSIT ADMINISTRATION and NJ TRANSIT " in three (3) inch letters in a NJ TRANSIT BLACK color, shall be placed on left and right lower sides of vehicle.
- 2.13.15 A decal stating: "Operated by: (County/Agency/Operator Name)" in three (3) inch letters in a NJ TRANSIT BLACK color, shall be placed on left and right lower sides of all vehicles.
- 2.13.16 A decal for the "XX-XXXX" ID number in three (3) inch black letters shall be placed on streetside front and curbside rear top outside corners of all the vehicles. The same number shall be placed inside the vehicle on curbside top corner.
- 2.13.17 A decal for the USDOT and NJMVC numbers in three (3) inch black letters shall be placed on both sides of each vehicle.
- 2.13.18 For vehicles a decal in two inches high black letters stating "This vehicle stops at all railroad crossing" shall be placed on exterior rear wall of the vehicle. Decal of international symbol for railroad crossing shall be placed on exterior rear wall of the vehicle. The symbol shall be a minimum of 6" X 6" or as required by ADA/FMVSS.
- 2.13.19A decal in two inches high black letters stating "Operator restricted from utilizing Hand Held Devices during operations." shall be placed in the front of the vehicle. NJ TRANSIT shall determine exact placement of decals during the inspection of the prototype vehicle.
- 2.13.20 A decal-applied or plate-riveted sign inside the cab shall state, the "Original Vehicle Manufacturer's Passenger Design Capacity is [TBD] passengers, including the operator."
 - 2.13.20.1 A written letter shall be provided to NJ TRANSIT from the manufacturer certifying: "Original Vehicle Manufacturer's Passenger Design Capacity is [TBD] passengers, including the operator.
- 2.13.21 A decal-applied or plate-riveted sign inside the cab shall state that the vehicle complies with all applicable FMVSS.
- 2.13.22 The Contractor shall supply and apply all decals, logos, and numbers to the vehicle, prior to NJ TRANSIT's acceptance of the vehicle. The quality of decals shall be such that the colors shall not fade during the design life of the vehicle. Decal placement shall be determined in consultation with, and shall require approval of NJ TRANSIT. NJ TRANSIT shall determine exact placement of decals during the inspection of the prototype vehicle.
- 2.13.23 All decals shall be self-adhesive type and shall be applied in accordance with the manufacturer's instructions. The edges and corners shall be sealed to preclude any possibility of peeling. The interior walls of the vehicles shall be smooth for proper application and permanent retention of the decals. In case the walls are not smooth, a Plexiglas board or a Stainless Steel sheet screwed on the wall shall be used for application of the decals. No decal shall be applied on a padded vinyl surface.
- 2.13.24 A standee capacity (0) and passenger capacity (XX) decal shall be located on the exterior near the front door and shall be applicable to the type of vehicle.
- 2.13.25 Hand written signs shall not be acceptable.

- 2.13.26 Low Clearance decals shall be provided over the lift and passenger door area for each vehicles.
- 2.13.27 Priority Seating Signs shall be provided for the first forward-facing seats as a minimum requirement. The priority seat signs are for persons with disabilities, and that other passengers should make such seats available to those who wish to use them. The location of the signs shall be reviewed at the pre-production meeting.

2.14 REAR BACKUP CAMERA AND MONITOR COMBO SYSTEM

For the vehicle, the Contractor shall supply the OEM standard rear camera monitor system with reverse camera, AM/FM//CD radio with a 4" multi-functional display on the dash within easy sight of the seated operator position.

The OEM camera system shall be included that has an audible warning signal that alerts the operator to the presence of an obstacle in the monitored zone. The audible signal is designed to intuitively represent the location of an object in the monitored zones. Vendor shall submit description, warranty information and literature information of the product at the time "For Request for Changes".

2.15 Reverse Sensing System

For the vehicle, the OEM Reverse Sensing System working in conjunction with the OEM supplied Backup Camera System. A minimum of four (4) flush mounted sensors shall be mounted in the rear bumper. While in reverse, if the vehicle comes within 7 feet of an object, the system lets the drive know, with an audible and visual warning. The LED monitor display shall indicate not only the distance in feet or meter but also if the object is on the left or right side of the bus. The monitor shall be installed within easy sight of the seated operator position on the dash or ceiling. The location will be determined at the pre-production meeting.

The monitor shall be installed within easy sight of the seated operator position on the dash. The location will be discussed at the pre-production meeting.

2.16.1 Also, the reversed vehicle shall be equipped with an audible warning device that is activated when the vehicle transmission is engaged in reverse and continues as the vehicle is being back –up. The tone for this audible alert shall be different from the Reverse Sensing System. This should be located behind the rear axle of the vehicle and all wires must be enclosed and secured.

2.16 Radio Two Way Pre-wire Preparation Package

For the vehicles, the Contractor shall equip each vehicle with a pre-wire preparation package. Preparation package shall include standard transportation type antenna for the two way radio mounted to the vehicle, run cable to the radio unit mounted in the driver's area, loomed conduit secured in wiring runs or plastic trim with enough excess wiring for customer to locate customer supplied radio in desired location in driver compartment and all power and ground hook-ups. At the pre-production meeting, the final radio location will be discussed in conjunction

with the antenna hook-up. Antenna model number information will be provided during the pre-production meeting for NJ TRANSIT approval to be mounted upon the vehicles.

2.18 Air Bags

The vehicle shall have driver side and passenger side OEM air bags.

2.19 Workmanship:

Vehicle manufacturer/Converter shall employ adequately qualified and skilled workers, and shall follow the industry approved procedures and practices, for this project. Poor workmanship not meeting the industry standards shall cause the vehicle to be rejected during inspection. The types and sizes of the fasteners and hardware used in the body assembly or for installation of the after-market items shall meet with industry standards.

- 2.19.1 Components with identical functions shall be interchangeable within the vehicle.
- 2.19.2 All welds shall be properly designed, utilizing applicable AWS specifications and shall perform satisfactorily in the service environment for which they are specified.
- 2.19.3 The types and sizes of the fasteners and hardware used in the body assembly or for installation of the after-market items shall meet with industry standards, and at a minimum shall meet the recommendation of the manufacturers of the after-market items, utilizing any special tools specified. All fasteners shall be installed to insure no sharp edges are exposed. All hardware used for the construction of these vehicles shall be reviewed during the pre-production meeting.
- 2.19.4 Machined surfaces, sheet metal joints, and coach interior joints shall be designed and manufactured for proper fit and smooth, aesthetic finish. Wall surface joints in the cab and coach areas shall be finished with trim. The edges of the trim shall be finished smooth and free from sharp corners.
- 2.19.5 Flooring material seams shall be smooth and continuous, without any area of the floor looking 'raised' or 'depressed'. The floor edges shall be sealed with glue to preclude any possibility of peeling. Floor joints around the wheel-wells shall be covered with trim.
- 2.19.6 Surface joints in the cab interior area shall be finished with trim. The edges of the trim shall be finished smooth and free from sharp corners.
- 2.19.7 All the doors shall be constructed to insure trouble free operation during the life of the vehicle. All doors and windows shall be completely sealed from water and moisture using bulb type gaskets. The gasket shall be glued to the grooves. If the door frames are made of hollow tubular sections then they shall be sealed and capped. Any interior insulation used shall not allow wicking of water. The body opening around the door shall provide adequate drainage to direct water away from the doors.
- 2.19.8 All fasteners shall be installed to insure no sharp edges are exposed. Fasteners used to install the after-market items shall comply with the manufacturer's instructions.

- 2.19.9 Body wiring shall be of compatible quality with that of the chassis wiring. The connections between the two wiring shall be made using Signal-Stat, ETC Molex, AMP, Packard WeatherBar, or approved equal, receptacles, sockets, connectors, etc. Adequate wire lengths shall be provided for two re-terminations.
- 2.19.10 Wiring for the lights shall be grounded through wiring harness. Body grounding shall not be acceptable.
- 2.19.11 Failure to use closed cycle crimping tool for connecting the terminals shall cause rejection of the wiring.
- 2.19.12 The manufacturing workmanship shall match and ensure the vehicle's designed operating life of minimum four (4) years.

3.0 MANUFACTURER'S/CONVERTER IN-PLANT QUALITY ASSURANCE PROVISIONS:

The manufacturer/Converter shall establish and maintain an in-plant quality assurance department to ensure that the vehicles manufactured for this contract fully comply with these specifications. The Quality Assurance department shall be a specifically defined organization and shall be directly responsible to the Contractor's top management. At a minimum, the Quality Assurance department shall be responsible for the following functions.

- 3.1 The quality assurance organization shall exercise quality control over all phases of production from initiation of design through manufacture and preparation for delivery. The organization shall also control the quality of supplied articles. The Quality Assurance department shall have the authority and responsibility for reliability, quality control, inspection planning, establishment of the quality control systems, and acceptance/rejection of materials and manufactured articles in the production of these vehicles.
- 3.2 The quality assurance organization shall include the following minimum functions.
 - 3.2.1 The organization shall verify inspection operation instructions to ascertain that the manufactured product meets all prescribed requirements.
 - 3.2.2 The organization shall maintain and use records and data essential to the effective operation of its program. These records and data shall be available for review by the Resident Inspector(s). Inspection and test records for this contract shall be available for a minimum of three (3) years after inspection and tests are completed.
 - 3.2.3 The organization shall detect and promptly assure correction of any deficiencies. There shall be full documentation of any deficiencies detected in the manufacturing process. Corrective actions taken to remedy these deficiencies shall also be fully documented.
- 3.3 The following standards and facilities shall be basic in the quality assurance process.
 - 3.3.1 The manufacturer shall maintain drawings and documentation that essentially describe a quality vehicle that meets all of the options and special requirements of this procurement. The quality assurance organization shall verify that each vehicle is manufactured in accordance with these controlled drawings and documentation.

- 3.3.2 The manufacturer/converter shall provide and maintain the necessary gauges and other measuring and testing devices for use by the quality assurance organization to verify that the vehicles conform to all specification requirements. These devices shall be calibrated at established periods against certified measurement standards that have known valid relationships to national standards.
 - 3.3.3 When production jigs, fixtures, tooling masters, templates, patterns, and other devices are used as media of inspection, they shall be proved for accuracy at formally established intervals and adjusted, replaced, or repaired as required to maintain quality.
 - 3.3.4 The manufacturer's/converter gauges and other measuring and testing devices shall be made available for use by the Resident Inspector to verify that the vehicles conform to all specification requirements. If necessary, the manufacturer's/converter personnel shall be made to operate the devices and to verify their condition and accuracy.
- 3.4 The manufacturer/converter shall maintain quality control of purchases.
- 3.4.1 The manufacturer/converter shall require that each supplier maintains a quality control program for the services and supplies that it provides. The manufacturer's /converter's quality assurance organization shall inspect and test materials provided by suppliers for conformance to specification requirements. Materials that have been inspected, tested, and approved shall be identified acceptable to the point of use in the manufacturing or assembly processes. Controls shall be established to prevent inadvertent use of nonconforming materials and shall be documented as such.
 - 3.4.2 The manufacturer/converter shall verify that all applicable specification requirements are properly included or referenced in purchase orders of articles to be used on all vehicles manufactured under this contract.
- 3.5 The manufacturer/converter shall ensure that all basic production operations, as well as all other processing and fabricating, are performed under controlled conditions. Establishment of these controlled conditions shall be based on the documented work instructions, adequate production equipment, and special working environments if necessary.
- 3.5.1 A documentation system for final inspection and tests of completed vehicle shall be provided by the quality assurance organization. It shall substantiate the overall quality of each completed vehicle.
 - 3.5.2 The quality assurance organization shall monitor the manufacturer's system for controlling nonconforming materials. The system shall include the procedures for identification, segregation, and disposition of the same.
 - 3.5.3 The quality assurance organization shall use statistical analysis, tests, and other quality control procedures when appropriate in the quality assurance processes.
 - 3.5.4 A system shall be maintained by the quality assurance organization for identifying the inspection status of components and completed vehicles. Identification may include cards, tags, or other normal devices which shall provide vehicle and/or component documentation.

- 3.6 The quality assurance organization shall establish, maintain and periodically audit a fully documented inspection system. The system shall prescribe inspection and tests of materials, work in progress, and completed articles.
- 3.6.1 Inspection stations shall be established at the best locations for the work content and the characteristics to be inspected. Station shall provide the facilities and equipment to inspect structural, electrical, hydraulic, and other components and assemblies for compliance with the design requirements. Stations shall also be at the best locations to inspect or test characteristics before they are concealed by subsequent fabrication or assembly operations. These locations shall minimally include underbody structure completion, body-framing completion, body prior to paint preparation, coach prior to final paint touch up, coach prior to road test, vehicle after road test and after final test completion.
- 3.6.2 Adequate number of trained inspectors shall be used to ensure that all materials, components, and assemblies are inspected for conformance with the qualified vehicle design.
- 3.6.3 Rework or rejected identifications shall be attached to inspected articles. Articles that have been reworked to specified drawing configurations shall not require special identification. Articles rejected as unsuitable shall be plainly marked and controlled to prevent installation on the vehicles. Unusable articles shall be isolated and then scrapped.
- 3.6.4 Inspection personnel shall record the discrepancies noted by manufacturer or Resident Inspector during assembly. This document shall accompany the vehicle from start through final assembly. Actions shall be taken to correct discrepancies or deficiencies in the manufacturing process, or other conditions that cause articles to be in nonconformity with these specifications. The inspection personnel shall verify the corrective actions and mark the discrepancy record. If discrepancies cannot be corrected by replacing the nonconforming materials, NJ TRANSIT shall approve the modification, repair, or method of correction to the extent the contract specifications are affected.
- 3.6.5 The quality assurance organization shall establish and maintain a quality control audit program. Records of this program shall be subject to review by NJ TRANSIT.

4.0 PILOT VEHICLE:

- 4.1 Within forty-five (45) days of the receipt of the first chassis, the manufacturer shall manufacture and complete one vehicle for each contract executed under this purchase order as a pilot vehicle and offer for NJ TRANSIT to buy off the same at its facility. The vehicle shall be complete in all respect including the installation of all components and all after market items such as the seats, lift, the A/C system, fare box, etc., and it shall be properly painted. NJ TRANSIT shall select the floor plan for the pilot at the pre-production meeting.
- 4.2 In order to assess compliance with these specifications, a configuration audit of the pilot vehicle shall be conducted by the Contractor and witnessed by NJ TRANSIT. The configuration audit is developed from the performance/dimensional requirements of these specifications. NJ TRANSIT at its discretion may permit certifications to be

submitted in lieu of physical verification and/or performance based physical testing. The decision to accept certifications or to perform actual tests shall be at the sole discretion of NJ TRANSIT. NJ TRANSIT may direct the Contractor to perform any and all dimensional performance tests which are necessary and proper to ensure the vehicle meets required standards. These tests may include but shall not be limited to the following:

- Individual axle weight tests
- Function test of systems/subsystems and components
- Sound/noise level tests (interior /exterior)
- All dimensional requirements
- Seating capacity
- Vehicle top speed
- Brake stop Distance tests required for DOT recipients
- Speedometer & Dashboard equipment

The brake stop distance test shall be carried out on the pilot as well as on all regular production vehicles. From a steady speed of 20 miles per hour the vehicle shall come to stop within twenty two and a half (22.5) feet upon application of the service brakes, and within sixty six (66) feet upon application of the emergency brakes. The Contractor or the body manufacturer shall provide a Vericom Brake Test Meter approved by the New Jersey DOT to perform this test.

4.3 NJ TRANSIT shall inspect the pilot vehicle for compliance with the specifications and either ask for changes, modifications, or repairs, to bring the same within compliance. NJ TRANSIT shall also inspect the vehicle for all quality and workmanship aspects prior to buy-off. The body manufacturer shall satisfactorily correct all such items to enable NJ TRANSIT to buy-off the pilot.

4.4 After successful buy-off inspection the vehicle shall be delivered to the Contractor's facility in New Jersey. The Contractor shall prepare the vehicle and complete the MVC and/or DOT inspection and registration procedures, and then deliver the pilot to NJ TRANSIT.

4.5 Upon satisfactory delivery of the pilot with a post-delivery buy-America compliance certificate, NJ TRANSIT shall visually evaluate the pilot from each lot at the dealer's nj location for post delivery inspection and provide its feed back to the Contractor. All problems detected on the pilot shall be corrected on the pilot and on all regular production vehicles. All regular production vehicles shall be built the same as the pilot buses bought off by NJ TRANSIT after post delivery inspection is completed.

4.5.1 PILOT VEHICLE

The Contractor shall produce and deliver a Pilot vehicle in accordance with these specifications to permit the specified inspections to be conducted by the Contractor, NJ TRANSIT and the assigned County Agency. Contractor shall be responsible to have all the paper work completed with NJMVC in order to have the pilot vehicles ready for pick up. All pilot types buses shall be brought up to the final

production standards at the Contractor's expense, and then shall become part of the NJ TRANSIT order and payment made in accordance with the Contract. The Contractor shall be prepared to demonstrate by appropriate tests that the pilot type vehicle meets the performance requirements of these specifications. The Contractor shall submit a test plan to NJ TRANSIT for approval with NJ TRANSIT reserving the right to reject the test plan and/or to prepare its own test plan. The test plan shall conform to the quality assurance tests and technical specifications.

THE CONTRACTOR SHALL NOT PROCEED WITH MANUFACTURING OF THE OTHER VEHICLES WHICH ARE PART OF THIS ORDER, UNTIL NJ TRANSIT HAS APPROVED, IN WRITING, THE PILOT TYPE VEHICLE(S).

Changes to the vehicle that are within the specifications, as a result of this review shall be at no cost to NJ TRANSIT. All Pilot vehicle shall be brought up to the final production standards at the Contractor's expense.

4.6 The manufacturing of the regular production vehicles shall not start until NJ TRANSIT provides the Contractor its feedback on the pilot unit(s). No production work until written Notice to Proceed.

4.7 A representative of the Contractor shall accompany NJ TRANSIT inspector for the buy-off inspection of the pilot unit.

5.0 INSPECTION AND TESTING:

5.1 NJ TRANSIT, the Contractor, and the manufacturer shall meet in a pre-production meeting at a location selected by NJ TRANSIT, after the NTP.

5.2 NJ TRANSIT reserves the right to appoint a resident inspector at any time during the manufacture of these vehicles, to visit the body builder to review the progress on the vehicles, and/or to conduct a detailed vehicle production inspection. The Contractor and/or body manufacturer shall make all production and Q.A. documents pertaining to the vehicles manufactured for this contract, available to such resident inspector for review.

5.3 A properly heated and air conditioned office place with an outside telephone line and free access to a Wi-Fi connection shall be provided to the resident inspector at the body manufacturer's facility.

5.4 Full documented tests shall be conducted on each production vehicle following manufacture to determine its acceptance to NJ TRANSIT. These tests shall include pre-delivery inspections and testing by the Contractor and/or manufacturer, and inspections and testing by NJ TRANSIT after the vehicles have been delivered.

5.5 Pre-delivery Tests:

The manufacturer shall conduct acceptance tests at its plant on each vehicle following completion of manufacture and before delivery to NJ TRANSIT. These pre-delivery tests shall include visual and measured inspections, as well as testing the total vehicle.

The tests shall be conducted and the results shall be documented by the manufacturer. Additional tests may be conducted at the manufacturer's discretion to ensure that the completed vehicles have attained the desired quality and have met the requirements of these specifications. This additional testing shall be recorded on appropriate test forms provided by the manufacturer. At a minimum, the following dimensional and performance tests shall be conducted by the manufacturer/upfitter's and witnessed by NJ TRANSIT.

All dimensional requirements

- Seating capacity
- Function test of systems/subsystems and components
- Vehicle top speed
- Speedometer
- Brake stop distance tests for DOT recipients

The pre-delivery tests shall be scheduled and conducted with sufficient notice to NJ TRANSIT. Resident inspector may witness the tests accept or reject the test results. The results of pre-delivery tests, and any other tests, shall be filed with the assembly inspection records for each vehicle. The vehicle manufacturer's facility shall be equipped with a pit or a lift for the inspection of the underfloor equipment by the Resident Inspector. A lift and location shall be made available to NJ TRANSIT's Resident Inspector to conduct an underbody inspection immediately after the conclusion of the road test. The manufacturer shall provide a hoist, scaffold, or elevated platform to easily and safely inspect vehicle roofs.

5.6 NJ TRANSIT shall conduct a buy-off inspection on each vehicle before shipment from manufacturer's facility, for compliance with these specifications. Prior to offering a vehicle for the buy-off inspection to NJ TRANSIT, the Contractor and/or manufacturer shall ensure that the vehicle shall be complete with all components such as the lift, all seats, A/C system installed, a thorough paint job done, and all 'after market' items specified properly installed. The buy-off inspection shall include a visual inspection as well as total vehicle operation and a road test for each vehicle. No vehicle shall be shipped or delivered prior to buy-off inspection. Delivery of each vehicle shall require written authorization of a Resident Inspector. Authorization forms for the release of each vehicle for delivery shall be provided by the Contractor. An executed copy of the authorization shall accompany the delivery of each vehicle. The Contractor shall notify NJ TRANSIT in writing thirty (30) days in advance of date and scheduled time of such inspection.

5.6.1 Inspection - Visual and Measured

Visual and measured inspections shall be conducted with the vehicle in a static condition. The purpose of the inspection testing is to verify overall dimensional and weight requirements, to verify that required components are included and are ready for operation, and to verify that components and subsystems that are designed to operate with the vehicle in a static condition perform as designed.

5.6.2 Total Vehicle Operation and Road Test

Total vehicle operation shall be evaluated during road tests. The purpose of the road test is to observe and verify the operation of the vehicle as a system and to verify the functional operation of the subsystem that can be operated only when the vehicle is in motion. Each vehicle shall be driven for a minimum of fifteen (15) miles during the tests. Observed defects shall be recorded. The vehicle shall be retested when defects are corrected and adjustments are made. This process shall continue until defects or required adjustments are no longer required and detected. Results shall be pass/fail for these vehicle operation tests. Immediately after the road test the vehicle shall be hoisted on a lift to better identify leaks and other defects.

5.7 NJ TRANSIT shall carry out a final inspection of the vehicles upon delivery. The Contractor shall promptly rectify any defects and/or deficiencies found during this inspection. No vehicle shall be accepted before this inspection and correction of all the defects and/or deficiencies.

5.7.1 Post-Delivery Tests

NJ TRANSIT shall conduct acceptance tests on each delivered vehicle. These tests shall be completed within fifteen (15) days after the delivery. The purpose of these tests is to identify defects that have become apparent between the time of vehicle release and delivery to NJ TRANSIT. The tests shall include visual inspection and vehicle operations. Vehicles that fail the post-delivery tests are subject to non-acceptance. NJ TRANSIT shall record details of all defects on the appropriate test forms and shall notify the Contractor of non-acceptance of each vehicle within five (5) days after completion of tests. The defects detected during these tests shall be repaired by the Contractor to bring the vehicle within specification compliance.

5.7.2 Visual Inspection

The post-delivery inspection shall be similar to the inspection at the manufacturer's plant and shall be conducted with the vehicle in a static condition. Any visual delivery damage shall be identified and recorded during the visual inspection of each vehicle.

5.7.3 Vehicle Operation

The road tests for the vehicle operation shall be similar to those conducted at the manufacturer's plant. Operational deficiencies of each vehicle shall be identified and recorded.

5.8 Failure to offer the pilot vehicle and/or regular production vehicles for a pre-scheduled inspection, shall entitle NJ TRANSIT to deduct the total out of pocket expenses incurred for such inspection(s) from the payment due the Contractor, and shall entitle the inspector to leave manufacturer's facility.

6.0 LICENSING & REGISTRATION:

The Contractor shall arrange for NJMVC inspection for each vehicle. The license plates shall be installed on each vehicle prior to delivery.

6.1 The Contractor shall provide NJMVC title, registration and plates with appropriate GVWR for each and every vehicle delivered. The cost of the title and any other appropriate fee shall be included in the bid price. The title, registration and plates shall be made out exactly as notified by Local Programs Department of NJ TRANSIT. NJ TRANSIT shall provide the name and address of the end user and the type of plates required for each vehicle in advance. The Contractor shall procure the title, registration, NJMVC inspection sticker, license plate and in some cases DOT inspection for these vehicles. The title shall be name in the assigned agency with NJ TRANSIT named as the lien holder. The original titles shall be handed to NJ TRANSIT at the time of vehicle delivery.

Note: NJMVC have New Passenger Plate guidelines which should include Omni1, Omni 2, Paratransit and Mobility Assistance vehicles.

6.2 The Contractor shall include the cost incurred for obtaining the registration, plates, MVC and Commercial vehicle inspections into the bid price. Any documentation, and other related administrative costs shall be included in the bid price. It is the Contractor's responsibility to work through their local NJDMV agency to meet the requirements for licensing and registration requirements.

7.0 DELIVERY:

7.1 No vehicle shall be shipped until the buy-off inspection is completed and a release order signed by a representative of NJ TRANSIT at the manufacturer's facility.

7.2 Within fifteen (15) business days after NTP, the Contractor shall place an order for the Pilot vehicle chassis and submit a schedule for procurement on the balance for the remaining chasses upon completion of the pilot vehicle testing period. The Contractor shall submit vehicle delivery schedules to NJ TRANSIT for approval. The Contractor shall confirm the actual vehicle delivery schedule upon the completion of the pilot vehicle testing to NJ TRANSIT within fifteen (15) business days upon the completion of the pilot vehicle testing. The Contractor shall submit Vehicle Identification Numbers (VIN) of chassis to NJ TRANSIT as confirmation of receipt of the chassis.

7.3 The pilot shall be completely manufactured, tested and offered for 'buy-off' inspection within forty-five (45) calendar days from the date of receipt of the first chassis at the body manufacturer's facility. All the regular production vehicles shall be completely manufactured (including the lift, seats, painting and all specified 'after-market' items) and offered to NJ TRANSIT inspector for buy-off inspection, within one hundred and eighty (180) calendar days from the date NJ TRANSIT provides its feedback on the pilot vehicle to the Contractor. The Contractor shall deliver each vehicle to NJ TRANSIT within four (4) weeks of the successful buy-off inspection and signing of the release order by NJ TRANSIT's representative.

- 7.4 No less than seven (7) regular production vehicles shall be offered to NJ TRANSIT for the buy-off inspection in any single week. The delivery schedule referenced elsewhere in these specifications shall clearly state the weekly production schedule.
- 7.5 Failure to comply with the above delivery schedule may subject the Contractor to liquidated damages as set forth elsewhere in these specifications.
- 7.6 Delivery shall be determined by signed receipt of NJ TRANSIT's designated agent at the point of delivery. Such signed receipt shall not constitute acceptance of the vehicle.
- 7.7 Vehicle shall be delivered completely lubricated, wheel alignment Certification done at the Contactor's NJ facility location, ready to operate and with fully charged system and all fluids topped off.
- 7.8 Vehicle deliveries shall be arranged from Monday through Friday, between 8:00 AM to 3:00 PM. No deliveries shall be arranged on Saturdays, Sundays and holidays. The Contractor shall coordinate a schedule with NJ TRANSIT, for the end users to pick up the vehicles from its facility max 75 miles from NJ TRANSIT's Penn Plaza Headquarters in Newark, NJ. Since the training to the end-users can be imparted on a batch-by-batch basis, it is inevitable that all vehicles received at the Contractor's New Jersey facility shall be stored there for a period of time prior to final delivery. Per a time not to exceed 180 calendar days, this shall be at no cost to NJ TRANSIT. After this time, Contractor s may assess a storage fee not to exceed \$ 5.00 per day per vehicle to cover the expense of property, security, insurance, or other property maintenance expenses that arise out of the property usage for vehicle storage. While the security of all such stored vehicles shall be the Contractor's responsibility, NJ TRANSIT requires that the facility shall be properly fenced, locked and secured at all times. Further, the location of the facility shall not pose any risk to the vehicles as well as to the NJ TRANSIT personnel and its vehicle end-users while receiving the training and picking up the vehicles.
- 7.9 The Contractor's name shall not appear on any vehicle delivered to NJ TRANSIT.

8.0 LIQUIDATED DAMAGES:

The parties hereby agree that if the Contractor fails to deliver the pilot and the regular production vehicles within the time specified in the "Delivery" section of these specifications; or within such further time as may have been granted in accordance with the provisions of the Contract, the Contractor shall pay NJ TRANSIT liquidated damages in the amount of \$100 (one hundred dollars) per vehicle per each business day that delivery is late.

9.0 TRAINING:

9.1 RESPONSIBILITY:

The Contractor shall present an outline of the detailed training proposal to NJ TRANSIT within fifteen (15) days after the NTP. The Contractor is responsible to

train personnel in conformance with its detailed training proposal, submitted by the Contractor and agreed to by NJ TRANSIT.

The Contractor is responsible to train, at its expense, personnel according to the requirements herein. These expenses include course development, providing instructors, and supplying handouts, manuals, classroom aids, etc. Expenses shall not include salaries of persons attending training. The training requirements stated in this section are specific to all buses delivered.

9.2 SCOPE OF TRAINING:

9.2.1 Formal Classroom Training

Instruction shall be designed and include courses to cover four major areas: Operational training, bus familiarization, and mechanics training for vehicle maintenance. The minimum training is that which is necessary to bring those employees designated to the level of proficiency in the operation and maintenance of the bus required for proper bus functioning. Formal training shall include both classroom and practical work, and shall be augmented by informal follow-ups as needed. The training shall take place at Contractor's facility in New Jersey before the end users pick up each vehicle.

9.3 OBJECTIVE BASED TRAINING:

All instruction shall be designed and present to insure that, at the conclusion of training, the participant shall be able to perform specific shells or have obtained specific knowledge in the area taught. General objectives for the four areas listed above are outlined below. The Contractor is to provide final detailed objectives for each course when submission of their training plan is made.

9.4 COURSE CONTENT

Course topics, subject matter, and structure should aim to reach the training objectives.

9.5 TRAINING COST

The Contractor shall provide for the cost to train personnel as required by these specifications.

9.6 SUBMISSION AND APPROVAL OF TRAINING PLANS

9.6.1 The Contractor shall submit their training plans for meeting the requirements of this section within fifteen (15) days of the NTP. The plan shall include specific course objectives, details on how training shall be carried out, who shall conduct the training and their qualifications, what shall be involved in the training, and outlines, and Personnel training requirements table and lesson plans.

9.6.2 Training plans may take into account previous training provided to NJ TRANSIT's end users under previous bus procurements in various bus

components and systems. Bids shall place N/A on the CONTRACTOR'S PERSONNEL TRAINING REQUIREMENTS TABLE for the courses where such previous training is substituted by the Contractor to meet the requirements of this section. A written justification for each substitution shall be included in the training plan.

9.6.3 NJ TRANSIT shall review the training plan submissions for compliance with the training requirements.

9.6.4 NJ TRANSIT shall advise the Contractor of any required changes to training proposals after the NTP and prior to the commencement of training.

9.6.5 The Contractor shall meet with NJ TRANSIT not later than six weeks prior to the start of formal training program. At this time they are to submit for approval, the final phase of their training program, and demonstrate any training aids and audiovisuals involved. Handouts shall be provided at class time in a ratio of one per student.

9.6.6 Training shall not take place until NJ TRANSIT have given approval. This approval shall be based on the Contractor adequately demonstration that the training shall meet the stated objectives, address the course topics identified herein, is well organized, shall be coordinated with NJ TRANSIT and that all handouts, training aids, slides, etc. are professional and acceptable.

9.6.7 No production buses shall be accepted until all training, lesson plans, etc. detailed herein, are approved by NJ TRANSIT

9.7 INSTRUCTORS

The Contractor is responsible for insuring that the instructors teaching these training courses are not only familiar with the technical information, but are able to properly utilize Methods of Instruction Techniques, training aids, audio visuals, etc. to insure effective presentation both in the classroom and in the field.

9.8 TRAINING AIDS AND EQUIPMENT

The Contractor is responsible for providing all training aids, Audio visual equipment and visual aids for the conduct of the training.

One complete production bus of to be delivered prior to the start of all maintenance training.

The Contractor shall provide to each NJ TRANSIT end-user operating locations' receiving the production buses; One (1) complete set of any and all specialty tools, software and equipment that may be required by the end user to properly diagnose, maintain and repair the vehicle. The Contractor shall provide an itemize list for the one (1) complete set of any and all specialty tools, software and equipment that may be required by the end user to properly diagnose, maintain and repair the vehicle. These tools and equipment shall be provided to each

location prior to them receiving their first production at the expense of the Contractor. Three (3) additional complete sets as described above shall be provided for NJ TRANSIT support groups.

All software and software licenses for all systems and subsystems necessary to diagnose bus, powertrain and auxiliary components as well as necessary communication links and cables are to be provided to each NJ TRANSIT end user operation locations' receiving the production buses. Three (3) additional complete sets as described above shall be provided for NJ TRANSIT's support groups.

9.9 TRAINING MATERIALS

All equipment and materials used in training are to be designed for and specifically applicable to and identified with NJ TRANSIT. All original training materials, slides, view graphs, charts and aids (but not audio visual hardware) shall become the *exclusive property* of NJ TRANSIT at the conclusion of training. The training aids and lesson plans may be used by for subsequent training. NJ TRANSIT shall receive an electronic copy of all training lesson plans.

9.10 TRAINING AND FACILITIES LOCATION

The Contractor shall provide the actual training facility and location.

9.11 TRAINING HOURS

Hours for training are to between 7:00 a.m. and 5:00 p.m. unless otherwise specifically authorized or requested by NJ TRANSIT.

9.12 TRAINING DAYS

All training is to take place Monday through Friday unless otherwise specifically authorized or requested by NJ TRANSIT.

9.13 PILOT SESSIONS

When more than one session is required herein for a particular course, the first session shall be a pilot course, which allows NJ TRANSIT to evaluate it effectiveness. Any improvements and changes required by NJ TRANSIT shall be made prior to other session of the same course being offered. Where a course has only one session; a dry run may be required.

9.14 SCHEDULE

The schedule shall allow for a sufficient time gap between pilot and regular courses to effect changes. Training shall be completed in a timely fashion. Technical proposals shall provide a schedule completion date for all training specified that takes into consideration the requirements outline in this section and the quantities and durations outlined in the Contractor's Minimum Personnel Training Requirements Table.

9.15 SAFETY

Specific safety points shall be covered and stressed in all training as appropriate. Safety practices shall be adhered to during the presentation of all training.

- 9.16 A minimum of 2 personnel per agency participants shall require to be trained and no more than 8~10 participants shall be in any single session.
- 9.17 The training shall take place at the Contractor's facility or a NJ TRANSIT approved training location before the end users pick up each vehicle.

10.0 COMMUNICATIONS, RECALLS, AND UPDATES:

The Contractor is responsible for keeping current and communicating to NJ TRANSIT and its Service Providers all updates and recalls related to chassis, body, and after-market items installed, for the four-year designed life of the vehicles. Such communication shall be provided to NJ TRANSIT and its Service Providers in a written form with a complete copy of the manufacturer's fact sheet attached. The Contractor shall transmit all such information to NJ TRANSIT and its Service Providers within fifteen (15) days of issuance by manufacturer.

11.0 WARRANTY:

The Contractor shall warrant that each vehicle and all its component parts complies with the Federal Motor Vehicle Safety Standards, the New Jersey State Motor Vehicle Code Regulations, emission standards set by the Motor Vehicle Pollution Requirements, 49 CFR parts 84 and 85, and these specifications. The Contractor agrees to promptly replace and install free of charge any part that may fail by reason of defective material, installation of all vehicle equipment, or workmanship. It is expressly agreed that NJ TRANSIT, its lessees or its subleases, if any, may enforce this warranty. The Contractor shall provide written documentation that warranty service will be available through any dealership of the OEM chassis manufacturer and body manufacturer, and that such dealerships exist max 75 miles from NJ TRANSIT's Penn Plaza Headquarters location. The Contractor shall coordinate and communicate all warranty service claims on entire vehicle including body, chassis, lift and other components. Delivery shall be as a "turn key" purchase. Specific assemblies, subassemblies and components shall have warranty coverage as listed below.

Chassis OEM Warranty:

- Three (3) Years or 36,000 miles Bumper to Bumper-100% parts and labor.
- Five (5) Years or 60,000 miles Power Train-100% parts and labor.
- Five (5) Years or 60,000 miles Safety Restraint System-100% parts and labor.
- Five (5) Years Unlimited miles Body Corrosion (Perforation only)- 100% parts and labor.
- Eight (8) Years or 100,000 miles Electric Vehicle Component -100% parts and labor

Body OEM Warranty:

- Conditioning & Auxiliary Heating Systems -- two (2) years, 100% parts and labor; or manufacturer's warranty, whichever is longer

- Lift -- Five (5) years, unlimited miles 100% parts and labor; or manufacturer's warranty, whichever is longer.
 - Seats and seat frames -- five (5) years, unlimited miles, 100% parts and labor
 - Fabric- Two (2) years unlimited miles, 100% parts and labor
 - All windows -- Three (3) years, unlimited miles, 100% parts and labor.
 - Mirrors and bumpers -- two (2) years, unlimited miles, 100% parts and labor.
 - Balance of vehicle components shall have one (1) year, unlimited miles, 100% parts and labor.
 - Warranty cards for all major equipment, components and sub-components shall be provided to NJ TRANSIT or its designee with the delivery of the vehicle. All warranty cards shall be completely filled in to the extent possible, except for the in-service date. All warranty periods shall begin on the in-service date of the vehicle. At the time of delivery, all manufacturer's warranty cards shall include dealer codes.
- 11.1 During this warranty period, the vehicle shall maintain its structural and functional integrity. The warranty shall be based on regular operation of the vehicle under the operating conditions prevailing in New Jersey. Manufacturer's required maintenance schedule shall be provided to NJ TRANSIT.
- 11.2 If NJ TRANSIT detects a defect within the warranty period, it shall promptly notify the Contractor's representative. The Contractor shall correct the defect within five (5) working days. If the Contractor fails to correct the defect within five (5) working days, NJ TRANSIT reserves the right to have the defect corrected from another source and the Contractor shall reimburse all repair costs incurred; or NJ TRANSIT shall deduct such cost from payment due Contractor.

For OEM chassis repair work not repaired within the five (5) working days, the Contractor is responsible to provide a repair plan within the five (5) working days which will be submitted to NJ TRANSIT. The Contractor is responsible to have the OEM Chassis repair within twenty (20) calendar days. If the Contractor fails to correct the defect within twenty (20) calendar days, NJ TRANSIT reserves the right to have the defect corrected from another source and the Contractor shall reimburse all repair costs incurred; or NJ TRANSIT shall deduct such cost from payment due Contractor.

11.2.1 If NJ TRANSIT determines that a warranty repair continues to fail and causes failure to other systems, subsystems and other components, the Contractor shall be responsible for all labor and parts cost. Each warranty repair adds one additional year to the original warranty which may extend the warranty past the original warranty end date period.

- 11.3 Fleet Defect:
- In the event that 2 buses or more cumulative defects/failures of any kind in the same components in the same or similar application be registered at any time prior to the expiration of the two-year period from the date the last vehicle of this Contract is delivered to NJ TRANSIT, NJ TRANSIT determines the existence of a systemic design or manufacturing defect, and may determine the existence of a

fleet defect. The Contractor shall, upon ten days' notice from NJ TRANSIT of such determination submit a correction plan and upon approval of such correction plan from NJ TRANSIT shall make and implement any such design modifications, repairs, adjustments and replacement on all vehicles of this contract as shall correct and prevent such failures, at no cost to NJ TRANSIT.

Notwithstanding the absence of other specific evidence of such design or manufacturing defect, the existence of cumulative failures in twenty percent (25%) of all vehicles delivered under this contract, shall in, and of itself constitute a basis for a fleet defect determination.

Notwithstanding the date of commencement or expiration of any warranty period applicable to any vehicle, component, system, or subsystem, the Contractor shall retrofit/repair all vehicles in service and shall implement identical retrofit/repair work to the vehicles yet not delivered. The need of such retrofit/repair work shall extend the warranty period on such affected vehicle, component, system, or subsystem by one (1) year from the completion of such work, or from the expiration of the previously effective warranty, whichever is later. If, as a result of a fleet defect there is a premature failure of consumable parts, the Contractor shall provide replacement to NJ TRANSIT, at no additional cost. In the event that NJ TRANSIT replaces such component, the Contractor shall reimburse NJ TRANSIT in accordance with the prevailing industry rates for such components.

- 11.4 The Contractor shall provide written proof with the Request for Change documents that warranty service shall be available to NJ TRANSIT, and/or its assigns, from Contractor and/or subcontractors (working under this contract), at an approved manufacturer's facility max. 75 miles from Penn Plaza NJ TRANSIT's Headquarters location, for the chassis, lift and other non-OEM equipment mounted on the vehicle. The written proof of service letter shall contain the name of the company, address, phone number, and service contact's name, as well as any other instructions required to obtain service.
- 11.5 The Contractor shall honor the warranty when the same defect that has occurred two or more times on the same vehicle by resetting the warranty start date from the last modification done by the Contractor or the manufacturer on the vehicle.

12.0 TECHNICAL ASSISTANCE:

The Contractor shall provide the name, address and telephone number for the representatives responsible for providing technical assistance to NJ TRANSIT, as well as the location of the nearest distribution center which can furnish a complete supply of parts and components for the repair and maintenance of the vehicles to be supplied. This information shall be submitted with the bid.

13.0 MANUALS:

The Contractor shall provide one set of manuals (hard copy or electronic) to each delivery location/agency as specified in Attachment 1.

- Complete Shop Repair (factory service) Manual from the chassis OEM.
- Complete Operation and Routine Maintenance Manual from the Chassis OEM.
- Body Builder Supplied Parts Manual
- OEM Manuals for the following:
 - Air Conditioning System
 - Auxiliary Heater
 - Lift
 - Seats
 - Any other “after-market” components manual

The manual from vehicle body builder shall contain complete wiring diagrams for the vehicles. One fold-out type diagram shall show all electrical circuits for the vehicle, inclusive of the chassis OEM wiring and body builder’s interconnections to it. This diagram shall further refer to individual circuit diagrams for lift operation and ADA interlock and rear emergency door interlock to assist the trouble shooting on any of these circuits.

All manuals/CDs shall be included in the delivery of the first vehicle at each location/agency.

Failure to supply these manuals shall hold up processing of invoices for payment.

14.0 FINAL ACCEPTANCE:

NJ TRANSIT shall accept each vehicle upon the Contractor’s fulfilling the following requirements:

- 14.1 Satisfactory delivery of a defect free vehicle, complying with this specification, at the designated delivery location.
- 14.2 Satisfactory operation of all equipment.
- 14.3 Delivery and acceptance of all engineering “as built” vehicle drawings and electrical schematics.
- 14.4 Satisfactory completion of the training.
- 14.5 Delivery and acceptance of the following documentation:
 - 14.5.1 Vehicle warranty
 - 14.5.2 Rust proofing warranty
 - 14.5.3 Unit weight distribution certification for a fully equipped and loaded vehicle.
 - 14.5.4 Written proof of service.
 - 14.5.5 Factory certified bare chassis (as built) weight - front, rear, and total, for each vehicle.
 - 14.5.6 Certified weight slip for completed prototype vehicle - front, rear, and total.
 - 14.5.7 Post production/manufacturing ‘Buy-America’ certification.

- 14.6 Two (2) complete sets of keys, including keys for the charging port for each vehicle, each set on a separate key ring.

15.0 TERMS OF PAYMENT:

NJ TRANSIT shall make payment to the Contractor within forty-five (45) days of the receipt of an approved invoice.