

TECHNICAL SPECIFICATIONS

#TRIPS-12-SNV-CBS

SPECIAL NEEDS TRANSIT VEHICLES

2.1.0 GENERAL INFORMATION

- 2.1.1 The purpose of these specifications is to describe a purpose built low floor vehicle. The MV-1 will accommodate 4 ambulatory passengers in addition to the driver with the optional rear facing jump seat. It will also accommodate two standard size wheelchairs simultaneously, or one over-sized chair. Included floor plans show various loading configurations. GVWR is 6,600 lbs, front GAWR is 3,680 lbs, rear GAWR is 3,680 lbs. Length overall is 205" or approximately 17'.

Each Proposal shall include a listing of all Standard Features, Safety and Security Features and Accessibility Features to be provided as standard on this contract. A separate form in this RFP is provided to list Optional Features available and their related pricing.

The first SNV produced under this agreement shall be considered the "prototype" SNV. After inspection of this vehicle, TRIPS reserves the right to mandate changes to the electrical system wiring, related components and general quality control finishes. Contract language will be revised to reflect these changes and subsequent manufactured vehicles shall include all changes as standard in production.

- 2.1.2 The vehicle shall conform in all respects to State of Florida Motor Vehicle laws (including, but not limited to, Chapter 316, Florida Statutes, Safety rules of the Department of Transportation, Chapter 14-90, promulgated under the requirements of Chapter 341, Florida Statutes) and the American with Disabilities Act, Title 49 Code of Federal Regulations, parts 38, Accessibility Specifications for Transportation Vehicles, Subpart B-Vehicles, Vans and Systems. This vehicle shall also comply with 40 CFR Parts 85 & 86 Air Pollution and Emission Standards for New Vehicles. Compliance with all applicable Federal Motor Vehicle Safety Standards shall also be required. The successful bidder will be required to provide any and all results of testing accomplished under the final rules issued by the Federal Transit Administration, 49 CFR.

- 2.1.3 All parts, components and accessories shall be new. All exposed surfaces and edges shall be smooth, free from burrs and other projections and shall be neatly finished. The exhaust system and drive line shall be free from primer. Any sub-component installed underneath the vehicle shall not be primed.
- 2.1.4 All exposed surfaces and edges shall be smooth, free from burrs and other projections and shall be neatly finished. All fasteners used in the vehicle shall be backed by a Certificate of Quality by the manufacturer and have been found to be in accordance with all SAE and ANSI specifications.
- 2.1.5 The vehicle shall be purpose built to meet all applicable ADA requirements. The FDOT will not allow cutting of the chassis or body to install a Wheelchair Ramp or to modify door height. The FDOT will not allow re-certification of the chassis OEM GVWR and GAWR. Any vehicle that exceeds the OEM GVWR and/or GAWR will not be accepted.
- 2.1.6 The choice for frame, suspension, engine, and other components is based on the anticipated design load. The final GVWR is determined by the lowest rated load bearing capacity of any of the components; frame, axles, suspension, brakes, and tires. In this case, the tires are the limiting factor. The curb weight of the gasoline version is 5,055 lbs, CNG is 5,312 lbs.
- 2.1.7 Manufacturer will be responsible for delivering vehicles that are properly serviced, clean, and in first class operating condition. Pre-delivery service, at a minimum, shall include the following:
1. Complete lubrication of chassis, engine, and operating mechanisms with manufacturer's recommended grades of lubricants.
 2. Check all fluid levels to insure proper fill.
 3. Adjust the engine for proper operating condition.
 4. Inflate tires to proper pressure.
 5. Check to insure proper operation of all components, accessories, gauges, lights, and mechanical and hydraulic features.
 6. Cleaning of vehicle, and removal of all unnecessary stickers and debris.
 7. Full front-end alignment utilizing heavy duty equipment and experienced trained technicians to perform proper alignment. All wheels shall be balanced, including spare tire. This alignment is to be performed only after vehicle is built complete and is at full curb weight. Vehicle shall be

delivered with fully adjustable front end components installed to allow alignment in the field without replacing any components.

8. Focusing of headlights utilizing equipment designed for this purpose.

2.1.8 VPG certifies that it:

1. Has in operation or has the capacity to have in operation, a manufacturing plant.
2. Their VPG Product Development activity utilizes a core of 10-12 VPG engineers, supplemented by 30-40 engineers and designers from reputable engineering service providers (most recently Roush Engineering). Six PDT's (or Partition Development Teams) manage and design the major subsystems of the MV-1, specifically: Powertrain, Chassis, Body Structure, Body Exterior, Body Interior and Electrical. Technical oversight, vehicle integration, certification and validation is VPG responsibility. Testing for validation and certification is outsourced to certified test sites and laboratories.
3. Has the necessary facilities and financial resources, or has the capability to obtain such facilities and resources, to complete the contract in a satisfactory manner within the required time

2.1.9 Dealer will be required to submit data which tracks the progress of each individual vehicle through the procurement and production process, from receipt of order through delivery and acceptance of each individual vehicle by the agency. See Part 2, **Exhibit 1: TRIPS Database Dealer Requirements**, for information describing the process for Dealers to submit individual vehicle status data to the TRIPS Database Center.

2.1.10 Dealer shall be responsible for delivering vehicles that are properly serviced, clean and in first class operating condition. Pre-delivery service, at a minimum, shall include the following:

1. Correct and repair all deficiencies noted in the TRIPS Pre-delivery Inspection Report conducted on each individual vehicle at its Springhill Vehicle Inspection Research & Testing facility in Tallahassee. All repairs must be completed before delivery to Purchaser. The Dealer must enter detail of the repair action into the TRIPS Database Center for the specific VIN of each vehicle inspected by TRIPS Staff.
2. Check all fluid levels to insure proper fill levels.
3. Adjust the engine for proper operating condition.

4. Inflate tires to proper pressure.
 5. Check to insure proper operation of all components, accessories, gauges, lights, and mechanical and hydraulic features.
 6. Cleaning of vehicle, and removal of all unnecessary stickers, markings and debris.
- 2.1.11 All sub component units installed such as, but not limited to, restraint systems, event data recorders, and any other subcomponent installed by the vehicle manufacturer shall be installed per the sub-component manufacturer's installation instructions. All subcomponent manufacturer Installation Instructions must be submitted to TRIPS prior to the first vehicle being delivered from this contract.

2.2.0 ENGINE

- 2.2.1 Gasoline engine shall be manufacturer's standard for this size SNV considering components and accessories proposed. The proposed engine must give satisfactory performance over terrain encountered in Florida with maximum passenger load. Manufacturer shall propose engine horsepower and torque. Engine is the Ford 4.6L 2V SFI V-8, 248 HP @ 4,750 RPM, 294 lb-ft torque @ 4,000 RPM. A power train change is anticipated for MY 2013.
- 2.2.2 A Compressed Natural Gas (CNG) engine, which is the manufacturer's standard for this size SNV considering components and accessories proposed, must be provided as an alternative fuel option. The specified engine must give satisfactory performance over terrain encountered in Florida with maximum passenger load. Manufacturer shall propose engine horsepower and torque. TRIPS reserves the right to accept hybrid drive-train system and/or other alternative fuel engines when offered by the manufacturer during the term of this contract. The CNG option is factory installed with three (3) type 3 tanks providing 21.1 GGE with an estimated 290 mile range, and includes 40 mile low-level indicator. The CNG version utilizes the same engine as the gasoline version and provides 213 HP with 250 lb-feet of torque.
- 2.2.3 Manufacturer extended warranty (**See Part 3: Options**).
- 2.2.4 Heavy-duty, minimum 4-speed, automatic, overdrive transmission, and the most extreme duty cycle available from OEM, compatible with the engine specified, is standard. Gross input power, gross input torque and rated input speed shall be compatible with the engine specified. Transmission is Ford electronic 4R75E 4 speed automatic with overdrive.

2.3.0 COOLING SYSTEM

2.3.1 Radiator and cooling system shall be the heaviest duty available, with a coolant recovery system factory installed; 50-50 mixture of factory specified antifreeze and water for engine protection to -20 degrees Fahrenheit, and a thermostatically controlled fan.

2.4.0 EXHAUST SYSTEM

2.4.1 The vehicle shall be equipped with a stainless steel exhaust system which meets or exceeds FMVSS and EPA noise level and exhaust emission (smoke and noxious gas) requirements.

2.5.0 INTENTIONALLY LEFT BLANK

2.6.0 SUSPENSION

2.6.1 Suspension shall be manufacturer's standard. It must be load rated for the GVWR of the size SNV involved. Front suspension is SLA independent with 21' turn radius, rear suspension is De Dion tube with steel leaf springs and self-leveling air shocks. Electronic Stability Control is included.

2.7.0 AXLES

2.7.1 Axles shall be manufacturer's standard. Axle must be load rated for the GVWR of the size SNV involved. Rear axle ratio is 3.45:1, and includes traction control and limited slip differential.

2.8.0 BRAKES

2.8.1 Service brake shall meet all applicable FMVSS standards that apply to the vehicle proposed. Brakes are 4 wheel power assisted disc with anti-lock.

2.8.2 The parking brake shall meet all applicable F MVSS standards that apply to vehicle proposed. Park brake is foot operated.

2.9.0 TIRES & WHEELS

2.9.1 Steel wheels shall be standard.

2.9.2 A spare tire, mounted and balanced on the same size and type wheel assembly of the tires mounted on SNV, shall be provided as standard and shipped loose with each vehicle. The spare tire shall be covered and secured

so as not to damage the interior of the SNV in shipment. Tire pressure monitoring system and tire inflator and sealant kit are standard.

2.10.0 ELECTRICAL

- 2.10.1 The vehicle shall be equipped with a heavy-duty (12 volt) electrical system. All components are to be selected and integrated to function in an environment characterized by low engine (alternator) speeds and high amperage draws (due to lights, wheelchair Ramp, 4-way flashers, air conditioning, or heater, and other accessories in constant operation). The entire electrical system, shall comply with CFR 49 sections 393.29, 393.30, 393.31, 393.32, and 393.33 respectively.
- 2.10.2 OEM alternator is standard. Alternator must be capable of producing this level of output with alternator surface temperatures up to 220 degrees Fahrenheit. Manufacturer shall perform testing of total amperage draw on all vehicles under this contract to ensure compliance. Alternator is bench rated at 155 amps.
- 2.10.3 The vehicle shall have a single 750 CCA battery (minimum) located in a readily accessible area for maintenance and/or replacement. All battery cable connections shall be coated to prevent corrosion. Battery must be date stamped and be no older than 1 year from delivery date. Battery is located in the engine compartment, under the hood.
- 2.10.4 A reverse direction alarm (BUA) in compliance with SAE J994b with respect to acoustical performance for a Type B device, but emitting at least 7dbb (A) plus or minus 4db with a supply of 14 volts shall be installed. Conformity to the environmental test stipulated by the SAE shall not be required.

2.11.0 WIRING HARNESS & ROUTING

- 2.11.1 All electrical wiring shall be automotive stranded copper, of sufficient gauge to handle the load. Each wire is to be color-coded and permanently labeled at least every (18) inches. All circuits shall be fuse protected. All electrical accessories except the radio and lights shall be wired through the ignition and must shut off when the engine is off. All exposed terminals and wiring shall be protected from the elements using sealed terminals. Exposed wires shall be wrapped or loomed in corrosion and moisture-resistant material. All connectors shall be environmentally sealed high impact plastic pin connectors. Wiring is color coded, and identified as to function in schematics, but is not function labeled. VPG does not provide hard copies of schematics but they may be accessed through the VPG Service Information System on-line.

2.12.0 FDOT CRASH AND SAFETY TESTING STANDARDS

2.12.1 VPG shall meet all current FMVSS Crash and Safety testing standards for this type of vehicle. Written certification that the vehicles supplied through this bid proposal will be in compliance must accompany this proposal.

2.13.0 FLOOR

2.13.1 The interior shall be an OEM stamped metal floor to provide a smooth surface for flooring attachment and to minimize interior noise.

2.13.2 Proper insulation shall be used to prevent heat from the exhaust entering the passenger compartment.

2.13.3 The entire body frame under structure of the vehicle shall be primed on all surfaces, allowing the primer to cover all metal surfaces, applied at the time of manufacture.

2.14.0 DOORS

2.14.1 Vehicle shall be equipped with manually operated single, left and right-side mounted (behind left and right-side front passenger doors) doors.

2.14.2 Doors must maintain seal to prevent the entrance of air, water and other elements and must be capable of being opened from the inside.

2.14.3 Doors must have a minimum opening of 36" and a minimum door clearance height of 56"

2.14.4 The Ramp Door shall be equipped with an Interlock System.

2.15.0 Intentionally Left Blank

2.16.1 All glass shall be OEM and meet all FMVSS requirements that pertain to this vehicle.

***NOTE: Maximum tinting shall be 31% light transmittance.**

2.17.0 LIGHTS

2.17.1.0 Exterior Lights

2.17.1.1 All exterior lighting shall be OEM. Includes DRL and LED rear lights.

2.17.2.0 Interior Lights

2.17.2.1 All vehicle lighting shall conform to ADA 49 CFR, Part 38, Subpart B.

2.18.0 REFLECTORS

2.18.1 Reflectors shall be size, type color and location required to comply with the requirements of FMVSS - 108

2.19.0 SEATING

2.19.1 Driver's seat shall be a 6 way adjustable commercial driver seat. Manual fore and aft adjustment and recline, power up/down.

2.19.2 Rear Seating shall be Standard three (3) passenger capacity, all passenger seats shall be made of durable type materials that can be cleaned easily, fully padded for occupant comfort and retention. Also includes Lower Anchors and Tethers for Children securements for child safety seats.

2.19.3 Extend the length of the standard seat belts provided. Two seat belt extensions are to be provided as standard. A third or more seat belt extensions may be purchased (**See Part 3: Options**).

2.20.0 FLOOR COVERING

2.20.1 Shall be durable nonskid transit-type flooring. MV-1 utilizes 2 mm thick TPO 504 Extruded Roll UV Stabilized, backed with 4.5 oz/sq yd PET Non-Woven Fiber Scrim.

2.21.0 INTERIOR FINISH

2.21.1 All interior panels shall be OEM. Panel fastening devices shall match the color of the panels. The interior shall provide a pleasant atmosphere, be aesthetically pleasing, and contain smooth finishes without any unprotected sharp edges.

2.21.2 All interior materials must comply with FMVSS-302.

2.22.0 CONTROLS AND SWITCHES

2.22.1 All controls and switches shall be OEM standard. They shall be permanently labeled for quick and unmistakable identification. Glued identification decals are not acceptable. All controls and switches shall be lighted for night time operation in such a way as to prevent glare in the windshield or driver's side windows. The gauges and alarms required are further described in **Part 2, Exhibit 2: Instruments**.

2.23.0 HEATER/DEFROSTER

- 2.23.1 Heater shall be OEM.
- 2.23.2 Heater hoses shall be of top quality OEM material.
- 2.23.3 Hoses shall be protected and supported by approved clamps in all locations where they are close to or pass through metal frame members to prevent chafing. Hoses shall be shielded against heat at any location where they pass over or near any part of the exhaust system.

2.24.0 SUN VISOR

- 2.24.1 Sun visor shall be padded type, fully adjustable, to provide sun glare protection at the windshield or the driver/passenger side window. A friction device shall hold it securely in either location and in any position during travel over rough road surfaces.

2.25.0 MIRRORS

- 2.25.1 Left and Right exterior mirrors shall be power adjustable from the driver's seat.
- 2.25.2 One 10"Day/Night OEM rear view mirror shall be windshield mounted.
- 2.25.3 All mirror mountings will be sufficiently rigid to prevent viewing distortion due to vibration. Exterior mirror mountings shall permit moving out of position to prevent mirror damage from automatic vehicle washers or designed in such a manner that would prevent damage.
- 2.25.4 Provide Reverse camera and monitor backing system as an option (**See Part 3: Options**).

2.26.0 EXTERIOR FINISH

- 2.26.1 All welds shall be chipped to remove slag. All metal parts shall be de-greased and properly cleaned and sanded in preparation for painting. All metal surfaces shall be sprayed with primer. Parts and surfaces that will be covered in the finished vehicle shall be given a second coat of primer to prevent corrosion as much as possible. If any parts are pre-primed prior to assembly and should any welding be done during assembly then the weld shall be chipped. The weld and the surrounding area shall be primed again.

2.26.2 All metal frame components are dipped in corrosion protection, then a robotic spray booth applies primer and finish base/clearcoat to the galvanized steel body. There is no sanding necessary in the process.

2.26.3 The MV-1 is available in 6 solid paint colors; Arctic White, Cherry Red, Jet Black, Sterling Silver Metallic, and Midnight Blue.

2.27.0 RUST PROOFING

2.27.1 All metal components are coated with Aquence 930 through an immersion process, coating both exterior and interior surfaces uniformly.

2.27.2 Proper care shall be taken to prevent any coating from being deposited on grease fittings, moving parts, brake hoses, and drive shaft.

2.28.0 BUMPERS

2.28.1 Front and Rear bumpers shall be OEM impact resistant.

2.28.2 Provide Reverse Assistance System bumper as an option (**See Part 3: Options**)

2.29.0 AIR CONDITIONING

2.29.1 The air conditioning equipment **must** be capable of cooling the vehicle to meet or surpass the minimum requirements of **Part 2, Exhibit 4: Air Conditioning Pull-Down Test Procedure**. A/C is a combination of dash air and supplemental A/C. Supplemental A/C is located in a floor mounted evaporator located adjacent to the driver's seat.

2.30.0 WHEEL CHAIR RAMP

2.30.1 The wheel chair Ramp, its design, installation and operation shall comply with the Americans with Disabilities Act (ADA), Regulations and Requirements, as amended (Title 49 Code of Federal Regulations, Part 38, Subpart B, Section 38.23) and 49 CFR Part 571, and Florida Rule Chapter 14-90 [Equipment and Operational Safety Standards Governing Public-Sector Vehicle Transit Systems]. *General guidelines for the ramp are provided below. Omission in this guidance does not relieve VPG from compliance requirements of the ADA or Florida Statute – Chapter 14-90.*

2.30.2 Vehicle shall be equipped with a manually deployed ramp with a minimum usable width of 30" and a slope that meets the requirements of ADA, 49 CFR. Ramp is 30 ½" wide, manual ramp has 4.4:1 slope.

2.30.3 Ramp shall have a rated capacity of 600 lbs (Minimum).

- 2.30.4 Ramp is modular and is removed from the vehicle for repair and replacement. It requires no special tools, and replacement takes approximately 4 hours.
- 2.30.5 Each side of the ramp shall have protective barriers at least two (2) inches high to prevent mobility aids from rolling off the ramp edge. Ramp shall also have a strip of two (1) inch reflective tape on each side of the ramp. .
- 2.30.6 All ramp manufacturers or installers shall legibly and permanently mark each wheelchair ramp assembly with the following minimum information in a location easily visible without deploying the ramp:
1. The manufacturers name and address.
 2. The month and year of manufacture.
 3. A certification that the Wheel chair Ramp and installation conforms to State of Florida requirements applicable to accessible vehicles.
- 2.30.7 The MV-1 interlock is coupled with the ramp. If the ramp is not fully stowed, the transmission selector can't be moved out of park and the operator will hear 5 audible chimes when applying the service brake. The powered ramp has audible chime plus visual ramp light flashing 5 times if it is not stowed.
- 2.30.8 Powered ramp has two deployed lengths: short ramp has slope of 4.4:1, long ramp has slope of 6:1. It includes safety stop if 60-80 lb load obstruction is detected and auto-complete if operator inadvertently releases the deploy/retract switch during operation.

2.31.0 SECUREMENT DEVICES

- 2.31.1 Securement devices, their design, installation and operation shall comply with the Americans with Disabilities Act (ADA), Regulations and Requirements, as amended (Title 49 Code of Federal Regulations, Part 38, Subpart B, Section 38.23) and 30 mph/20G impact Test Criteria per SAE J2249. *General guidance for securement devices is provided below. Omission in this specification does not relieve the bidder from compliance requirements of the ADA and SAE J2249.*
- 2.31.2 In vehicles with securement device or system for mobility aid devices shall face toward the front of the vehicle.
- 2.31.3 Retractors shall be heavy duty with heat treated components and a metal or impact resistant plastic housing.

- 2.31.4 The retractor shall be complete with combination retractor straps with height and vertical adjustment for securing the wheelchair or mobility aid and two retractors for the occupant restraint system.
- 2.31.5 The wheel chair mobility aid retractors shall be equipped with self-adjusting tension controllers for tightening and have the ability for quick release.
- 2.31.6 The wheelchair or mobility aid retractors shall be equipped with “S” or “J” hooks to simplify operation.
- 2.31.7 The wheel chair or mobility aid retractors shall be capable of being mounted directly to the vehicle structure using a retractor mounting kit.
- 2.31.8 The occupant restraint system shall be equipped with a height adjuster for the shoulder belt, having a vertical adjustment of approximately 12 inches.
- 2.31.9 The tie-down system shall be able to secure a standard wheelchair or mobility aid in less than 10 seconds. A set of four (4) “webbing loops” is to be provided at each station.
- 2.31.10 The retractor securement system shall meet the following requirements:
1. 30MPH/20G impact test criteria per SAE J2249; and
 2. 49 CFR Part 38 Americans with Disabilities Act (ADA).
- 2.31.11 The occupant restraint system shall meet the following requirements when used in conjunction with the retractor system:
1. Federal Motor Vehicle Safety Standards (FMVSS209 & MVSS302);
 2. 49 CFR Part 38 Americans with disabilities Act (ADA); and
 3. 30MPH/20G impact test criteria SAE J2249.
 4. Floor attachments shall be installed according to appendix F in SAE J2249.
- VPG shall submit test results of the SAE J2249 testing
- 2.31.12 Storage containers for restraint system belts and instructions for use of restraint system shall be included and mounted in safe and convenient location. Storage pouches will be supplied and installed in a location agreed upon during the prototype evaluation.

- 2.31.13 Manufacturer shall install all restraint hardware provided (including under floor backer plates) by the sub-component supplier and by the instructions provided by the sub-component supplier. All securement stations must be ADA compliant.
- 2.31.14 Vehicles come standard with two (2) complete sets of Q'straint restraint systems, plus eight (8) tie-down loops.

2.32.0 SAFETY EQUIPMENT

Each vehicle shall be provided with the following equipment as standard:

- 2.32.1 Provide a Zee Deluxe Medical Truck Kit, or approved equal, (see **Part 2, Exhibit 3: ZEE Medical Kit Supplies**), mounted in an accessible location.
- 2.32.2 Provide a Fire Extinguisher, 5 pound rechargeable ABC type, with charge status gauge and decal noting most recent charge date. This unit shall be mounted in an easily accessible interior location near the driver's position and/or vestibule areas.
- 2.32.3 Provide Warning Triangles, reflective type, three (3) unit kit, secured in a location readily accessible to the driver.
- 2.32.4 Provide two (2) Seat Belt Cutters, mounted in an accessible location, one near the wheelchair ramp and the other accessible to the driver.
- 2.32.5 Provide a Blood Pathogen/Bodily Fluid Spill Kit, secured in a location readily accessible to the driver, and manufactured by the First Aid Only Company, or approved equal. The Kit must meet federal OSHA regulation 29CFR1910.1030(d)(3)(i).
- 2.32.6 Provide a Jones Oxygen Tank Holder, MOR/ryde International MR56-141, as an option. Dealer to install at a location selected by Purchaser.
- 2.32.7 The MV-1 is equipped with a factory installed EDR.
- 2.32.8 Signage described in exhibits will be provided.

Exhibit 1

TRIPS Database Dealer Requirements

The Florida TRIPS (Transit- Research- Inspection- Procurement Service) Database is managed by the Florida Department of Transportation (FDOT) and administered by the Center for Urban Transportation Research (CUTR) in Tampa. The TRIPS Database is an online application developed to record the vehicles purchased through the TRIPS Program. Type of information collected include: Purchase Order data, Vehicle Description, Vehicle Status, Pre-delivery Vehicle Inspections Defects and Warranty issues.

The TRIPS Database can be found at www.cutr.usf.edu/fvpp2 .

The Dealer is required to enter their vehicle information into the database. The type of data that needs to be entered includes the DO number for a 5310 vehicle and the Purchase Order information if the vehicle is a Non-5310. For both 5310 and Non-5310 the dealer is required to enter data into the Chassis order form (vehicle body serial number and VIN number), the vehicle description form and vehicle status update form.

All vehicle data must be entered into the TRIPS database prior to its delivery to TRIPS Springhill Bus Inspection & Testing facility, located in Tallahassee, FL. VIN#'s must be entered into the TRIPS database within 10 days after issuance of the PO. Any vehicles arriving at the TRIPS Springhill facility without the VIN# in the database will not be inspected until this information is complete in the TRIPS Database. Failure to enter prescribed vehicle information into the TRIPS database will result in contract suspension after two (2) violations.

After the vehicle has been inspection, the dealer is required to enter all actions taken to correct defects found on the vehicle during the TRIPS vehicle inspection in the Action Taken Form.

The Dealer is also required to report warranty issues with the vehicle after the vehicle has been delivered and report the actions taken to fix these issues during the entire warranty period.

The Dealer page also provides reports for individual vehicle and reports for all vehicles sold by the dealer. Description of the forms and reports on the dealer page are provided below.



Welcome to the TRIPS Program
Transit—Research—Inspection—Procurement Services
Formerly Florida Vehicle Procurement Program (FVPP)

Hello **CUTR**,

[Change Password](#) [Logout](#)

Dealer Main Menu

<u>Forms</u>		<u>Inspection Reports</u>	<u>Reports/Pull-Ups</u>
<u>5310</u>	<u>Non 5310</u>		
FDOT DO	Agency PO	Vehicle Status	Inspection Report
Chassis Order	Chassis Order	Vehicle Description	All Vehicles
Chassis Update	Chassis Update	Situation/Action	All Vehicles/Year
Vehicle Description	Vehicle Description	Weekly Status	Warranty Issues
Status Update	Status Update		
Add Action	Add Action		
	Warranty Issue		
	Report Situation		

DEALER FORMS

FDOT Form

Applicable only to 5310. This form submits the Agency Name, PO#, DO# and DO Issue date.

Agency PO Form

Applicable only to non-5310, this form submits information on the vehicle purchased.

Chassis Order Form

Common to both 5310 and non-5310 vehicle, this form requires the Body Serial number and VIN number of the vehicle.

Chassis Update Form

This form allows the dealer to update or correct an already entered VIN number or Body Serial number.

Vehicle Description

This form describes what is on the vehicle; seats, engine type, wheelchair lift etc.

Vehicle Status Update Form

This form allows the dealer to update the current status of the vehicle's production.

Add Action Form

Reports the Action Taken on an already existing situation such as defects found during the inspection or warranty issues.

Warranty Issues

This form is used to report vehicle warranty-related issues.

New vehicle situation form

For a vehicle that has not been put into the database using any of the forms above, a situation could be reported using this form.

DEALER REPORTS

Vehicle Status Report

The Vehicle Status report contains purchase order information about the selected vehicle.

Vehicle Description Report

The Detailed Vehicle Record report contains information about the selected vehicle.

Vehicle Inspection Issues Report for a Selected Vehicle

The Vehicle Inspection Issues Report provides information about the selected 'Situation' and it's 'Action Taken' for a selected vehicle.

Vehicle "Weekly Status" Report for a Selected Vehicle

The Weekly "Vehicle Status" Report provides the status of the vehicle and date updated.

Inspection Report

This report pulls up all the inspection-related information of a vehicle

Comprehensive Vehicle List

This list pulls up the details of all vehicles under your dealership.

Chassis Year Pull Up

Almost similar to the comprehensive list, this list allows the dealer to view the list of vehicles during a specific year.

Warranty Issues Pull Up

This option generates a list of all vehicles which have been reported to have warranty issues.

Exhibit 2

Instruments

DISPLAY	GAUGE	LIGHT(S)	AUDIBLE
VOLTMETER	X	X	
HIGH ENGINE WATER TEMP	X	X	X
LOW ENGINE OIL PRESSURE		X	X
FUEL GAUGE	X	X (Low fuel warning)	
GENERATOR/ALTERNATOR NOT CHARGING	X	X	X
REAR EMERGENCY DOOR OPEN or UNLATCHED		X	X
DIRECTIONAL / HAZARD SIGNALS		X	X
HEADLIGHT HIGH BEAM		X	
PARKING BRAKE ON		X	
SPEEDOMETER WITH ODOMETER	X		

NOTE: The instrument package above shall be provided by the chassis manufacturer. After market substitutes will not be accepted.

Exhibit 3

ZEE Medical Kit Supplies

<u>Contents</u>	<u>Amount</u>	<u>“ZEE” Number</u>
Deluxe Kit, Metal, Empty	1 box	#0106
Clean Wipes 50/Bx (Zee)	5 each	#0203
Antibacterial Towelettes	20/box / 1 box	#0225
Tape, ½” X 5 Yd. Spool (Zee)	1 each	#0301
Eye Wash, Sterile	1 each 4 oz.	#0606
Sheer Strip 1”	100 per box	#0731
QR Wound Seal	2 per package	#0795
Sterile Dressing 5” X 9”	1 each	#0910
Elastic Roller Gauze N/S	2” X 4.5 YD, 1 each	#0943
Pain-Aid	100 per Box (Zee)	#1417
First Aid Pocket Guide	1 each	#2331
Small Instant Ice Pack	1 each	#2353
Bandage, Triangular 40” N/S	1/Un, 1 each	#2605
3-in-1 Antibiotic Ointment	6 per unit, 1 each	#2611
Fingertip Bandages	10 per unit, 1 each	#2620
Gauze Pads, 3” X 3”	1 each	#2626
Knuckle Bandages	10 per unit, 1 each	#2627
Water-Jell Burn Jell	6 per box, 1 each	#2651
Eye Pads w/Adhesive Strips	2 per unit, 1 each	#2695
Nitrile Gloves, Large	2 pairs, 1 each	#3044
Disposable Tweezers, Sterile	1 each	#3538

Exhibit 4

FLORIDA DEPARTMENT OF TRANSPORTATION

AIR CONDITIONING PULL-DOWN TEST PROCEDURE

VERSION 9

OVERVIEW

This test is the air conditioning and performance standard for all transit equipment purchased through Florida Vehicle Procurement Program contracts. The FDOT desires to have the test performed in an environment that simulates severe duty transit operation. To do this, the FDOT must test in a non-controlled environment. The FDOT will test one or more buses from each contract within the first year of a contract agreement. If a bus fails to meet the performance test, the FDOT reserves the right to suspend placement of further orders or terminate the contract. The FDOT also reserves the right to randomly test new buses at any time during the contract period, to ensure compliance.

TEST CONDITIONS / EQUIPMENT

The test will be performed on an asphalt parking lot in direct sunlight. The vehicle will be surrounded by a wall five (5) feet high, fifteen (15) feet wide and the length adjusted to the length of the bus. The minimum ambient temperature must be 94 degrees plus or minus 3 degrees Fahrenheit with a minimum 60% relative humidity. All temperature measurements will be recorded in degrees of Fahrenheit using a Measurement Computing, MCC Data Acquisition Software TracerDAQ configuration. MCC Data Acquisition is calibrated using InstaCal Software. Pressure readings are taken using a Yellow Jacket 686800 Manifold gauges. Voltage readings are taken using a Fluke model 78 automotive multi-meter. Amperage readings are taken using a Fluke model 336 True RMS Clamp Meter.

TEST PROCEDURE

Perform a complete ultrasonic leak detection test of the air conditioning system. If the system fails the leak detection test do not proceed any further.

Check to see that all windows and doors are closed properly, with no gaps or leaks. Check interior engine cover for a proper seal. Connect all test equipment. Heat soak

the bus under test conditions for a minimum of two hours. Record the date, time of day, vehicle identification number and location.

At the end of the 30 minute A/C pull down test there will be a 30 minute heat soak test performed to determine the efficiency of the insulation in the bus using the same measurement equipment used for the A/C pull down test. The heat soak test results will be considered as a part of the star (****) rating of the overall performance of the A/C system (see Star Rating Guidelines for A/C).

In addition, the lowest average amperage draw observed at the beginning, middle and end of the 30 minute pull down test will also result in one star, if lowest of all systems tested (see Star Rating Guidelines for A/C).

The test reading locations are as follows:

C0 Ambient air temperature; take outside of the vehicle, away from mechanical and radiant heat sources, using an Omega Engineering J-Type 5 Position Fine Wire Thermocouple.

C1 Bus interior temperature; take reading 48 inches to 52 inches from the rear wall, four feet above the floor surface, using an Omega Engineering J-Type 5 position Fine Wire Thermocouple.

C2 Bus interior temperature; take reading at the center line of the bus interior, four feet above the floor surface, using an Omega Engineering J-Type 5 Position Fine Wire Thermocouple.

C3 Bus interior temperature; take reading at the first row of seats, four feet above the floor surface, using an Omega Engineering J-Type 5 Position Fine Wire Thermocouple.

C4 Rear evaporator core temperature; take reading near the center of the core, using an Omega Engineering J-Type ICSS Thermocouple.

C5 Bus engine compartment temperature; take reading above engine near the fire wall, using an Omega Engineering J-Type 5 Position Fine Wire Thermocouple.

C6 Condenser core temperature; take reading near the center at the air in side, using an Omega Engineering J-Type ICSS Thermocouple.

C7 Condenser air temperature; take reading near the center at the air out side, using an Omega Engineering J-Type 5 Position Fine Wire Thermocouple.

Take pressure readings at the service ports of add on/second stage A/C system, using a Yellow Jacket 686800 manifold gauges.

Take voltage readings at the battery or batteries using a Fluke Model 78 automotive multimeter.

Take amperage readings at the positive cable from the battery or batteries using a Fluke model 336 True RMS Clamp Meter. Amperage draw of the A/C system will be checked after the pull down test is complete.

With the vehicle in park, all doors and windows closed, start the engine, turn on the air conditioning system; set a/c system to maximum cooling positions; turn on all interior and exterior lights and let it run with the high idle on, (approximately 1200 RPM on diesel engines and approximately 1500 RPM on gasoline engines). If the high idle is designed to automatically turn off after the first 15 minutes the driver's door will be opened and the high idle turned back on for the last 15 minutes, this will not make the test invalid. All temperature readings shall be recorded every 15 seconds.

Pressure readings and voltage readings shall be recorded at the start of the test and every 10 minutes.

SYSTEM TEST RESULTS

During the test, the interior temperature of the bus should lower uniformly throughout and should lower the interior temperature within the given time limit.

The vehicle will fail the test if;

- a. The temperature difference between C1, C2, and C3 varies more than two degrees during each 15 second reading during the last 15 minutes of the test.
- b. The system fails to lower the interior temperature to 70 degrees Fahrenheit + or - 2 degrees (measured at C1), or lower, by the end of the 30 minute test while maintaining an ambient temperature of 94 degrees Fahrenheit + or - 3 degrees (measured at C0) with 60% relative humidity.
- c. The voltage readings at the batteries fall below 12.9 volts at any time during The test
- d. In addition to pass or fail, systems will be given a star rating (****) for systems that achieve 70 degrees in the quickest amount of time, with the lowest amperage draw and retains the lowest temperature during the 30 minute heat soak test. There will be additional star (*****) given for service after the sale (see Star Rating Guidelines A/C).

The remaining readings are taken for informational purposes only and do not indicate a pass or fail status. These readings are used in system comparisons. This information enables FDOT to determine each tested systems fastest pull-down time, lowest head pressure reading, highest voltage output, and lowest amperage draw that is observed at the beginning, middle and end of the 30 minute test (see Star Rating Guidelines A/C).

Exhibit 5

After Sales Service

1. Dealer to provide a contact person(s) for warranty and parts with a dedicated phone line to be answered during normal business hours.
2. Dealer to provide a list of most often requested bus parts to be used in creating a parts stockage level list at the dealer's location.
3. Dealer to provide a list of authorized service centers in the state of Florida capable of general bus repairs, wheelchair lift/ramp repair, and A/C repair.
4. Dealer to provide a minimum of one field service technician familiar with all areas of the bus. This technician must be prepared to travel throughout the state and provide repairs when local agencies cannot make the repair.

Exhibit 6

Provide signs #1, #2, and #3 with black letters on white background. Agency is to be consulted on exact wording prior to delivery.

Sign #1

*Transportation services
provided by this vehicle
are open to the general
public.*

Sign #2

Florida Law and Title VI of the Civil Rights Act of 1964 Prohibits Discrimination in: Public accommodations on the basis of race, color, religion, sex, national origin, handicap, or marital status.

Persons believing they have been discriminated against on these conditions may file a complaint with the Florida Commission on Human Relations at 850-488-7082 or 800-342-8170 (voice messaging).

Sign #3

Florida Law and Title VI of the Civil Rights Act of 1964 Prohibits Discrimination in: Public accommodations on the basis of race, color, religion, sex, national origin, handicap, or marital status.

Persons believing they have been discriminated against on these conditions may file a complaint with the (xxxxxxxxxxxxxxxxxx) at (xxxxxxxxxxxxxxxxxx)