

SECTION B – PRODUCT SPECIFIC REQUIREMENTS

For

BUSES – TRANSIT & SHUTTLE, AND TRAMS

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PURPOSE & SCOPE

The Houston-Galveston Area Council (**H-GAC**) is a governmental agency that provides a Cooperative Purchasing Program (HGACBuy), as part of its services to other government agencies. The Program currently makes available over 150 blanket type contracts, covering products and services in more than thirty-five categories, to over 5000 local government participants (End Users) including cities, counties, emergency service districts, school districts, and non-profit organizations. Any local government may participate in the Program so long as their state has “inter-local cooperation authority” or other joint power provisions which will allow participation in cooperative activities. Currently this practice is allowed in almost every state. There are also **no** costs to join and become a participating member of the HGACBuy Cooperative Purchasing Program.

H-GAC is currently soliciting Competitive Bids for the purpose of selecting qualified manufacturers, distributors or re-sellers, to make their Shuttle/Transit Buses and Trams available to all current and future participants in this Cooperative Purchasing Program. This provides qualified governmental entities, political subdivisions and non-profit organizations the ability to purchase Shuttle/Transit Buses, Trams and other related equipment in an efficient, cost effective and competitive procurement method. This Invitation outlines the minimum design and performance standards, serving only as a starting point upon which HGACBuy Participants can build their final desired Shuttle/Transit Buses, Trams (through options add-ons or deducts). A comprehensive catalog or listing of components or services, related to this bid invitation, shall be priced and included on Form E, and shall also be provided in an electronic format. Discounts, if applicable, shall be clearly shown for ease of evaluation and clarity to End Users. The Contractor must have the ability to effectively sell and service all HGACBuy Participants. This will be a multi-source contract for all contractors meeting or exceeding the minimum specifications set forth herein.

The HGACBuy Cooperative Purchasing Program was established to provide purchasing services to local governments within the State of Texas, and that remains H-GAC's primary focus. However, the Texas Government Code (Title 7, Chapters 771 and 791) establishes the authority for H-GAC to provide these products and services to local governments in other states as well. With that authority, **H-GAC** wishes to make contracted products and services available to out-of-state governments and or political entities, state agencies and non-profit agencies whenever practicable. Therefore, once a contract is awarded for the supply of Products or services to End Users in Texas, the Contractor is expected to expand the scope of its marketing effort to include sales to End Users outside the state of Texas, but subject to the following;

- HGACBuy will not make a separate award to Contractors of its Products or Services, for sales in Texas and for sales outside the state of Texas.
- For all product and service items, Contractor must submit a fee rate, which will be valid for products and services to Texas End Users and End Users in other states as well. A Contractor's decision, regarding whether or not to market services outside the State of Texas, may influence or have a bearing on HGACBuy's evaluation of Contractors responses and any subsequent contract(s).

The Contractor shall be able to demonstrate in the Bid Invitation how sales, service, training and support will be provided and achieved throughout the State of Texas as well as nationwide. All sales offices and support centers should be identified, including the number and type of employees at each site.

The Contractor is also encouraged to review the Section on "Out of State Sales Opportunities" and offer strategies on conducting H-GAC sales outside the State of Texas. Contractor shall also demonstrate in the bid response how sales service, training and support will be provided and achieved for out-of-state End Users utilizing this Cooperative Purchasing Program.

For the purposes of this bid, there will not be any bid bonds or any other bond requirements.

SCOPE OF OFFERINGS:

H-GAC's expectation is to receive qualified bids and subsequently to establish blanket contracts for a comprehensive range of Shuttle/Transit Buses, Trams and Equipment to offer Participants in our Cooperative Purchasing Program. In that regard, Contractors are expected to provide a complete offering of their available products and equipment for routine general acquisitions and for possible installation of stated equipment and to include any services, training or maintenance.

Successful bidders who are awarded contracts pursuant to this Invitation will be able to sell awarded base Product Items, as well as quoted upgrades, downgrades, options, accessories and parts to any **H-GAC** End User, during the term of the contract. Bidder shall supply ample evidence (in the form of technical specifications, brochures, etc.) to demonstrate that the H-GAC specifications have been met and/or exceeded.

This contract is designed to cover a three 3-year period, starting approximately January 1, 2011, however, the parties may agree to one or more 1-year extensions of the contract not to exceed in the aggregate three years.

For the purposes of this bid, awards will be based upon the lowest responsible bidder for each line item. Also, the only Price Change process that is acceptable is that found in Section A, Sub-section 45 on page 16 of 19. Automatic changes or escalators based solely on a PPI code will not be considered.

The purpose of these specifications is to provide minimum requirements for all types of vehicles described herein. Wheelchair lifts space provisions are not a requirement for each vehicle described, but when required the shuttle/transit vehicle must adhere to all the current federal and state regulations and guidelines. These regulations and guidelines must also be followed concerning the adult passengers as well as the drivers. Safety for all passengers must be of the utmost importance. The body lengths, wheelbase, and seating capacity shall be the minimum meeting the requirements for each Type and seat/passenger range bid on. All body, floor and roof joints must be tightly sealed to eliminate drafts and water leaks. Units furnished to these specifications shall meet or exceed all requirements herein. Used, shopworn, and prototype vehicles are not acceptable.

Standard and common features, some related to safety and others to driver and passenger convenience, which are generally provided in a transit vehicle without customer stipulation are considered part of the minimum requirements. These features include but are not limited to: adjustable instrument lights, interior sun visor, exterior

backup lamps, variable speed windshield wipers, windshield washers, windshield defroster, coolant recovery system, etc. Standard and other common features if not specifically stated shall not be interpreted as items that can be omitted to reduce price or to provide any other bidding advantage.

Competitive Pricing: By submission of a response, Offeror certifies that offered pricing is as good as or better than pricing offered to local government customers thru any other program under normal circumstances. If such is not the case, Offeror shall explain how offered pricing differs from “best” pricing, and by how much.

FTA - ARTICLES & CERTIFICATIONS:

Any Offeror quoting “Buy America” buses shall fully comply with all current rules and regulations of the U.S. Department of Transportation Federal Transit Administration, as exemplified in ‘**Exhibit A**’ hereto, “Federal Articles and Certifications”, found at the end of this Section B. Offeror must include a completed copy of ‘Exhibit A’ with the Response, with all Certifications thereto bearing original signature of Offeror’s signatory. Offeror also agrees to comply with any requirements a purchaser may have relative to any specific procurement and purchaser’s compliance obligation pursuant to FTA Circular C 4220.1F.

NOTE: The Articles & Certification Form found at the end of this section should be attached to your bid document as a hard copy and should also be included in an electronic copy as well. This should be put under a separate tab and labeled as such.

NOTE: An additional designation shall be inserted on the Form D after each Product Code selection using a ‘N’ for NO or a ‘Y’ for YES as to whether or not the line item meets or exceeds the “Buy America” designation or not. For any sales of “Buy America” buses made pursuant to a contract award based on this Invitation, Contractor must provide the same Certifications, with original signatures, to End User.

NOTE: Each purchase using Federal funds must adhere to the FTA Standard Bus Procurement guidelines 1.1.6.8 Certificate of Compliance with Bus Testing Requirements. The procurement must comply with 49 U.S.C. § 5323 © and the FTA’s implementation of regulation 49 CFR Part 665. That Form must be filled out, signed, dated and given to the End User upon delivery of the vehicle. **[A copy of this form must be submitted with the bid].**

ORDER PROCESSING CHARGE:

As described in Section A, sub-sections 22 & 44, for motor vehicle orders an Order Processing charge will be levied on the End User for each purchase order placed. The Order Processing Charge, a flat \$600 per purchase order, will be collected by Contractor and paid to H-GAC. The Order Processing Charge must also be shown by Contractor on any price quotation provided by Contractor to End User.

ORDERING INFORMATION:

- **General:** Each type of vehicle has been assigned a Product Code number. If an agency needs a vehicle that differs from the base vehicle covered by one of the numbered Product Codes, detailed specifications for the vehicle required must be shown on the Purchase Order to H-GAC, including all manufacturer’s model numbers and codes. If a requirement varies from the specification stated for a numbered Product Code, the Product Code number should be shown and then the desired changes listed.
- **Options for Specified Equipment:** Bidders shall include on **Form E**, all frequently requested factory-installed options for each series offered. Other options, per series may also be included on **Form E** as applicable or as a noted attachment to the bid
- **Non-Published Options:** Any options not listed on the Priced Options list **Form E** shall be considered *Non-published Options* and subject to the 25% change order limit.

The procurement process operates as follows:

- End User/Buyer contacts Contractor and discusses requirements.
- Contractor prepares an H-GAC Contract Pricing Quote and provides this to the prospective Buyer. When the Contractor and the End User agree, the Buyer sends a purchase order for the Products or services to Contractor, and faxes a copy to H-GAC.

- For each purchase order received, H-GAC will prepare an “Order Confirmation” and transmits it to both Buyer and Contractor. The Order Confirmation verifies that Contractor has a valid H-GAC contract that was awarded through a competitive procurement process.
- Contractor delivers the ordered product(s).
- H-GAC will invoice the Contractor for the Order Processing fee due.
- Contractor remits processing fee to H-GAC.

OPTIONS, PARTS & ACCESSORIES:

As part of any response hereto, Contractor is expected to supply a complete listing (i.e. catalog) of other models of Shuttle/Transit Buses, Trams and or other related equipment, model upgrades, model downgrades, options, replacement parts and accessories with bid prices. The listing may be provided on **H-GAC Form E**, or in such other format as Contractor may desire, e.g. published catalog with pricing. Discounts, if applicable, must also be clearly indicated on the **Form E**, for ease of evaluation and clarity to End Users. **Failure to submit a priced listing of options, parts and accessories may result in Contractor's bid being considered non-compliant.**

REGISTRATION:

Successful contractor shall provide necessary documents to enable the purchaser to register the vehicle in the State of Texas or in the state in which the vehicle is to be placed and/or registered. Necessary fees and state taxes will be paid by the purchaser; do not include such fees and taxes in bid price.

BASIC EQUIPMENT CATEGORIES/GUIDELINES & DESCRIPTION:

This bid invitation is divided into twenty-four (24) basic equipment categories or guidelines for ease of evaluation as well as for bidding propose. When submitting a bid, the contractor may choose to give a response to any of the categories listed or all those listed. If selecting more than one Category, the bidder must clearly designate which Category they are referencing. No additional weighted value will be given to a bidder who responds to more than one or to all categories listed. These are guidelines only.

A	Type 1 – Raised Roof Van; 7 ambulatory passenger seats with 1-wheelchair space
B	Type 2 - Shuttle Bus; 8 ambulatory passenger seats with 1-wheelchair space
C	Type 3 - Shuttle Bus; 12 ambulatory passenger seats with 2-wheelchair space
D	Type 3- HD - Shuttle Bus; 20 ambulatory passenger seats with 2-wheelchair space
E	Type 7 – Low Floor Minivan; 3 ambulatory passenger seats with 1-wheelchair space
F	Type 8 – Paratransit Vehicle; Purpose Built, 3 ambulatory passenger seats with 1-wheelchair space
G	Type 11 - Shuttle Bus; 17 ambulatory passenger seats with 2-wheelchair spaces built on a cutaway chassis
H	Type 12 – Shuttle Bus; 17 ambulatory passengers seats with 2-wheelchair spaces, built on a rail chassis
I	Type 14-HD - Trolley Bus; min. 19+ ambulatory. pass. seats w/ 2-wheelchair spaces, engine in front
J	Type 14-LD - Trolley Bus; min. 17 ambulatory. pass. seat w/ 2 wheelchair spaces engine in rear
K	Type 15 - (L) - Transit Bus; “Low Floor”, 35 ambulatory passenger seats w/ 2-wheelchair spaces
L	Type 15 - (H) - Transit Bus; “High Floor”, min. 20 ambulatory passenger seats w/ 2-wheelchair spaces
M	Type 16 - (L) - Transit Bus; “Low Floor” min. 20 ambulatory passengers w/2-wheelchair spaces
N	Type 16 - (H) - Transit Bus; “High Floor” 20+ ambulatory passengers w/2 wheelchair spaces
O	Type 16 – (DD) – Transit Bus; “Low Floor” Double-Decker w/2 wheelchair spaces
P	Type 17 - (L) - Hybrid (parallel) -Transit Bus: “Low Floor” 20-24 ambulatory pass. w/2 WC spaces
Q	Type 18 - (L) – Hybrid (parallel) – Transit Bus: “Low Floor” 35+ ambulatory pass. w/2 WC spaces
R	Type 18 – (DD) – Hybrid (parallel) – Transit Bus: Double-Decker “Low Floor” w/2 wheelchair spaces
S	Type 19 – (L) – Hybrid (serial) – Transit Bus: “Low Floor” 20 to 40 pass. – gas, diesel, cng, etc.
T	Type 21 – (L) – Battery – Transit Bus: “Low Floor” 20 to 40 pass. – electric / battery
U	Type 22 – (L) – Transit Bus; “Low Floor” 19+ ambulatory passengers w/2 wheelchair spaces
V	Type 23 – (L) – Transit Bus; “Low floor” 20 to 25 ambulatory passengers w/2 wheelchair spaces
W	Type 25 - Trams
X	Type 26 – Over-the-Road Coach and Security Transport Vehicles – 40’ to 45’ semi-monocoque construction
Z	Type 27 – Specialty Manufactured Emergency Bus – High Floor, for stretchered and wheelchair patients

A. TYPE - 1: A raised roof van with wheelchair lift, a minimum capacity of seven (7) ambulatory passengers, a minimum of one (1) wheelchair space (to include single passenger flip seat), built on either a GM, Ford, or comparable chassis. GVWR – 9,500 lbs.; Fuel Cap. – 30 gallons; Transmission – Automatic, 5 speed.

B. TYPE - 2: A cut-away chassis, narrow body, straight wall constructed bus with a wheelchair lift, a minimum capacity of eight (8) ambulatory passengers, a minimum of one (1) wheelchair space (to include single passenger flip seat over the wheelchair space), built on a Ford, GM, or comparable chassis. GVWR – 10,000 lbs.; Fuel Cap. – 35 gallons; Transmission – Automatic, 5 speed.

C. TYPE - 3: A cut-away chassis, wide body, straight wall constructed bus with a wheelchair lift, a minimum capacity of twelve (12) ambulatory passengers, a minimum two (2) wheelchair spaces (to include single passenger flip seat over each wheelchair space), built on a Ford, GM, or comparable chassis. GVWR – 12,300 lbs.; Fuel Cap. – 55 gallons; Transmission – Automatic, 5 speed.

D. TYPE – 3-HD: A cab and chassis bus with a wheelchair lift, a minimum capacity of twenty (20) ambulatory passengers, a minimum of two (2) wheelchair space (to include single passenger flip seat over each wheelchair space), built on a Freightliner, International, or comparable chassis. GVWR – 19,000 lbs.; Fuel Cap. – 65 gallons; Transmission – Automatic, 5 speed.

E. TYPE - 7: A lowered floor mini-van bus with a ramp, a minimum capacity of three (3) ambulatory passengers, built on a Ford, Dodge, or Chevy/GM or comparable chassis. GVWR – 6,050 lbs.; Fuel Cap. – 20 gallons; Transmission – Automatic, 5 speed.

F. TYPE – 8: A low-floor, purpose built, paratransit vehicle with ramp, minimum capacity of three ambulatory passengers and a minimum of one (1) wheelchair space (to include single passenger flip seat over the wheelchair space). GVWR – 6,600 lbs.; Transmission 4-speed automatic with overdrive.

G. TYPE - 11: A medium duty transit bus with a wheelchair lift, a minimum capacity of seventeen (17) ambulatory passengers, a minimum of two (2) wheelchair spaces (to include single passenger flip seat over each wheelchair space, built on a rail chassis. GVWR – 19,000 lbs.; Fuel Cap. – 60 gallons; Transmission – Automatic, 5 speed.

H. TYPE – 12: A medium duty transit bus with a wheelchair lift, a minimum capacity of seventeen (17) ambulatory passengers, a minimum of two (2) wheelchair spaces (to include single passenger flip seat over each wheelchair space), build on a cutaway chassis. GVWR – 19,000 lbs.; Fuel Cap. – 60 gallons; Transmission – Automatic, 5 speed.

I. TYPE -14-HD: Full size Classic looking Trolley Bus with wheel chair lift, a minimum capacity of seventeen (17) ambulatory passengers and a minimum of two (2) wheelchair spaces (to include single/double passenger flip seats. Front engine, diesel powered; 10-Year or 350,000, with a minimum of 19,000# GVWR.

J. TYPE -14-LD: Full size Classic looking Trolley Bus with wheel chair lift, a minimum capacity of seventeen (17) ambulatory passengers and a minimum of two (2) wheelchair spaces to include single/double passenger flip seats. 7-Year or 250,000 miles with diesel powered engine in the rear.

K. TYPE 15 (L): A 10-Year or 300,000 mile **LOW FLOOR**, 35 to 42 feet long, diesel powered Transit Bus with wheel chair ramp, a minimum capacity of 30 to 35 ambulatory passengers, and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space) built on a commercial rail frame.

L. TYPE 15 (H): A 10-Year or 350,000 mile **HIGH FLOOR**, 29 to 42 feet long, diesel powered Transit Bus with a wheel chair lift, a minimum capacity of 20 ambulatory passengers, and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space), built on a rear engine, frame rail chassis.

M. TYPE 16 (L): A 12-Year or 500,000 miles **LOW FLOOR**, 25 to 42 feet long, diesel powered Transit Bus, with a wheelchair ramp, minimum capacity of 20 ambulatory passengers and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space).

N. TYPE 16 (H): A 12-Year or 500,000 miles **HIGH FLOOR**, 29 to 42 feet long, diesel powered Transit Bus, with a wheelchair lift, minimum capacity of 20 ambulatory passengers and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space) built on a rear-engine, frame rail chassis.

O. TYPE 16 (DD): A 12-Year or 500,000 mile **LOW FLOOR**, Double-Decker 36 to 42 feet long, diesel powered Transit Bus with a wheelchair ramp, minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space) built on a rear-engine, frame rail chassis.

P. TYPE 17 (L): HYBRID (parallel). A 12-Year or 500,000 mile **LOW FLOOR**, 25 to 40 feet long, HYBRID powered Transit Bus, with a wheelchair lift, minimum capacity of 20 to 25 ambulatory passengers and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space). Alternative (ICE) can be; gas, diesel, cng, etc.

Q. TYPE 18 (L): HYBRID (parallel). A 12-Year or 500,000 mile **LOW FLOOR**, 40 and longer, HYBRID powered Transit Bus, with a wheelchair lift, minimum capacity of 35+ ambulatory passengers and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space). Alternative (ICE) can be; gas, diesel, cng, etc.

R. TYPE 18 (DD): HYBRID (parallel). A 12-Year or 500,000 mile **LOW FLOOR**, Double-Decker 36 to 42 feet long, diesel powered Transit Bus with a wheelchair lift, minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space) built on a rear-engine, frame rail chassis.

S. TYPE 19 (L): HYBRID (serial). A 12-Year or 500,000 mile **LOW FLOOR**, 30 to 40 foot long HYBRID powered Transit Bus, with a minimum capacity of 30 ambulatory passengers and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space). Alternative (ICE) can be; gas, diesel, cng, hydrogen, etc.

T. TYPE 20 (L): BATTERY BUS. A 12-Year or 500,000 mile **LOW FLOOR**, 25 to 35 foot long Battery powered Transit Bus, with 25 to 30 ambulatory passengers, electric w/Lithium Titanate batteries.

U. TYPE 22 (L): A 10-YEAR or 350,000 mile **LOW FLOOR**, 30 to 35 foot long diesel powered transit bus with wheelchair ramp, a minimum capacity of nineteen (19) to twenty-five (25) ambulatory passengers, and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space) built on a commercial low floor rail frame, 23,500 GVW minimum.

V. TYPE 23 (L): A 7-YEAR or 150,000 mile **LOW FLOOR** one step passenger boarding on a cutaway chassis, 14,200 GVWR. Fuel choices are gas, diesel, CNG or comparable (ICE), with twenty (20) to twenty-five (25) ambulatory passengers and a minimum of two (2) wheelchair spaces (to include a single passenger flip seat over each wheelchair space).

W. TYPE 25 (L): Trams, custom built power car chassis, low floor, and one step passenger boarding with 4-wheel self-tracking steering. Trams can be powered by gasoline, propane, diesel, CNG and electric motors or engines.

X. TYPE 26: A 12-Year or 500,000 mile, Over-the-Road Coaches, 40' to 45' long, semi-monocoque construction, with high floor, underfloor baggage bays, forward facing seating, GVWR 46,000 to 52,000 lbs, 43 to 57 passengers with optional wheel chair lift and two (2)-wheelchair positions (to include passenger flip seats over each wheelchair space). Available in diesel, hybrid or CNG.

Z. TYPE 27 (H): A 12-Year or 500,000 mile, Specialty manufactured; evacuation bus, ambulance bus or mass casualty incident bus, equipped with Basic or Advanced Life Support and supporting up to 20 stretchered patients and 6 paramedics. The length is 28' to 42', GVWR 26,500 to 35,000 with **HIGH FLOOR** and front diesel engine. Units contain large loading ramp assembly with handrails out the rear of bus.

PRODUCT CODES:

For the purposes of this Invitation and any subsequent contract, ALL Base Product Items to be offered are identified by a **three (3) character Product Code** as determined from the Product Code Tables below. The **first** character designates the manufacturer (see below) the **second** character designates the primary equipment category (shown above), and the **third** designates the specific manufacturer model. Bidder shall determine which specific line items to bid and shall quote a price on the appropriate line on **Form D**. **Note:** {Due to the increased number of manufacturers and equipment listings, the manufacturer and the model listing may have a two character (letter) rather than a one character (letter). The Product Code, in most cases, is shown in an alphabetical sequence for ease of identification purposes only.} Upgrades or downgrades to different base bid models shall be bid as options on **Form E**, with pricing equal to the differential amount between the base Product Item bid price on **Form D** and the optional model cost.

	Manufacturer
A	A & G Mercury
B	Alexander Dennis
C	Arboc Mobility
D	Blue Bird
E	Braun
F	Champion Motor Coach
G	Chance Morgan
H	Coach and Equipment
I	Collins Bus Corporation
J	Diamond Coach Corporation
K	Double K Corporation
L	ElDorado National
M	Elkhart Coach
N	Freedom Motors
O	General Coach
P	Gillig Corporation
Q	Glaval Corporation
R	Goshen Coach
S	IC Bus, LLC
T	MCI
U	Mid Bus, Incorporation
V	New Flyer
W	North American Bus Industries
X	NOVA Bus Corporation
Y	Proterra, LLC
Z	Specialty Vehicles
AA	StarCraft Bus
BB	StarTrans Bus Division
CC	Trams International
DD	Tug Technologies
EE	Turtle Top
FF	Vehicle Production Group (VPG)
GG	Sartin Services, Inc.

Note: The vehicles covered by this specification have been **pre-listed** on **Form D** for bid purposes.

ESTIMATED QUANTITIES:

An estimated quantity, of between 1 to 600 buses for this bid, is based on past performance and should not be considered actual pass-through quantities to be purchased through HGACBuy Cooperative Purchasing Program.

SPECIFICATIONS AND STANDARDS:

Equipment offered for sale pursuant to any **H-GAC** contract shall comply with all applicable requirements of the most recent version of following documents and publications:

AMERICAN SOCIETY FOR TESTING AND MATERIALS, 1916 Race Street, Philadelphia, Pennsylvania 19103: **ASTM A 606** - Standard Specification for Steel Sheet and Strip, Hot-Rolled and Cold-Rolled, High Strength, Low-Alloy, with Improved Corrosion Resistance.

NATIONAL TRUCK EQUIPMENT ASSOCIATION, 25900 Greenfield Rd. #410, Oak Park, MI: NTEA - Hydraulic Conversion Hoist classification Charts

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE), 400 Commonwealth Drive, Warrendale, PA. 15096:

- a. SAE J377 - Standard for Performance of Vehicle Traffic Horns.
- b. SAE J544b - Recommended Practice for Starting Motor and Generator Curves.
- c. SAE J551/12 - Vehicle Electromagnetic/Interference (EMI/RF).

EXHAUST EMISSION STANDARDS - Automobiles and trucks furnished to this specification shall meet the applicable requirements of the Environmental Protection Agency's **Exhaust Emission Standards** (40 CFR 85) as issued under authority of the **Clean Air Act**, as amended (42 USC 1857).**65.2**

SUPERINTENDENT OF DOCUMENTS, U.S. Government Printing Office, Washington, D.C. 20402:

- a. CFR, Title 40, Part 85 - Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines, Environmental Protection Agency.
- b. DOT, Title 49, Part 393 - Liquid Fuel Systems of Commercial Motor Vehicles, Certification of Fuel Tank.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS (Public Law 89-563):

- a. FMVSS No. 108 - Lamps, Reflective Devices, and Associated Equipment.
- b. FMVSS No. 209 - Seat Belt assemblies for Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (where applicable).
- c. FMVSS No. 210 - Seat Belt Assembly Anchorages - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (where applicable).
- d. FMVSS No. 301 - Fuel System Integrity.

FEDERAL STANDARDS:

- a. No. 595A – Colors No. TT-C-520B - Coating Compound, Bituminous, Solvent Type, Underbody for Motor Vehicles. To include all latest updates and revisions.
- b. CID A-A-59295, dated 9/9/1998, Corrosion Preventive Compounds, covering solvent dispersed compounds for spray, brush or dip applications. (Undercoating).
- c. United States Occupational Safety and Health Administration (OSHA) - Construction Safety and Health Regulations Section 1926.601 - Motor Vehicles.

AMERICANS WITH DISABILITIES ACT (ADA)

NOTE: This section is required by law for any public transportation equipment.

- a. New buses, to be considered accessible by regulations issued by the U. S. Department of Transportation in 49 CFR parts 37, shall comply with the applicable provisions of this subpart.
- b. If portions of the vehicle are modified in a way that affects or could affect accessibility, each such portion shall comply, to the extent practicable, with the applicable provisions of this subpart. This provision does not require that inaccessible buses be retrofitted with lifts, ramps or other boarding devices.

STATE OF TEXAS - GENERAL SERVICES COMMISSION, Specifications Section, P.O. Box 13047, Austin TX 78711:

- a. **No. 055-20-01** Specification for Gasoline to Compressed Natural Gas Conversion Systems.
- b. **No. 055-20-02** Specification for Gasoline to Liquefied Petroleum Gas Conversion Systems.
- c. **No. 070-AT-2005 Section A** Specification for 2005 Model Automobiles and Trucks. NOTE: 2006 State of Texas GSC Specifications book not out at this time.

TEXAS DEPARTMENT OF TRANSPORTATION, MOTOR VEHICLE BOARD Administration, Licensing, and Enforcement, 125 East 11th Street, Austin, Texas 78701-2483

RAILROAD COMMISSION OF TEXAS, Liquefied Petroleum Gas Division, P.O. Box 12967, Austin TX 78711-2967:

- a. **Regulations for Compressed Natural Gas** (November, 1990)
- b. **Safety Rules-Liquefied Petroleum Gas Division** (November, 1990)

QUALITY AND WORKMANSHIP:

- Product/service design shall embody the latest approved product/service engineering practices and in compliance with all requirements.
- Workmanship shall be of the highest quality possible in its respective field. Special consideration shall be given to the following points: (1) Accessibility of various components which require periodic maintenance operations; (2) Ease of operation, and driving if applicable.
- Construction shall be based on providing product/service which will serve for an expected 10+year life with safety factors as specified in the specifications.
- Weldments shall not be employed in the assembly of the Product/service in a manner which will prevent ready removal of any component part for service and/or repair.
- All exposed sharp metal edges shall be filed/sanded to prevent possible injury to personnel operating the product/service. All Product/service delivered under an H-GAC contract may be subject to inspection to ensure compliance with this paragraph.

ALL STANDARD AND COMMON FEATURES:

- Each vehicle identified on the **Form D** shall be considered to have all standard and common features. Each vehicle identified on the Form D shall have back-up product literature, cut/sheets or another form of product brochure that indicates or describes exactly what all the common or standard features are for each Base Item Product. These brochures shall be under a separate TAB and shall be identified as to Product Code. Some features will be related to safety and others to driver and for passenger convenience, which are generally provided in a transit vehicle without customer stipulation. Those features include but are not limited to; adjustable instrument lights, interior sun visors, exterior backup lamps, two-speed windshield wipers, windshield washers, windshield defroster, coolant recovery system, etc. Standard and other common features if not specifically stated shall not be interpreted as items that can be omitted to reduce price or to provide any other bidding advantage.
- Certification of ISO 9001:2000 Compliance: The manufacturer of the buses shall have a proven, third-party certified quality control system in place and shall be ISO 9000:2000 certified at the facility that will produce the buses as bid. Written certification of this ISO compliance shall be included with the bid submission documents. A copy of the bus manufacturer's ISO approved Quality Assurance Manual (**cover page only with company identification and compliance registry number**) shall also be submitted with the contractor's bid package. In lieu of this ISO compliance, HGAC will allow a bus manufacturer, that has a long established history in the business of manufacturing buses and has a comprehensive Quality Assistance Program already in place to be considered for this solicitation. All such manufacturers must submit its Quality Assistance Program Manual (in its entirety) with their bid, both as a paper document and as an electronic document. Additional information shall be included with the QA Manual such as; company history (start date), how long the QA Program has been in existence, complaint history and resolutions, are there outside third party certifications of the Program, or any other additional information that would be helpful for H-GAC evaluation.
- For each line item bid, Offeror must be able to verify sales of at least 250 units in order to substantiate that the item has been fully tested in the marketplace. **EXCEPTION:** An exception to the 250 unit minimum shall be granted for new models, but Contractor must fully disclose to END USER that the bus is a new

model and has not yet met the 250 unit requirement and must give the END USER a list of purchasers of the new, with contact information.

- Each wheelchair position will have flip-seats installed as per the bidder's floor plan for use when the wheelchair position is not occupied by wheelchairs. Flip-seats shall be provided with seat belts. Seat belt locking devices shall be of high quality, easy to latch and unlatch. The seats shall be of the same design as the other passenger seats. The bottom of the flip-seats shall be aluminum, ABS or carpeted. The type of flip-seat shall be indicated on the floor plan given to the End User prior to submission of an End User Purchase Order.
- The wheelchair positions shall be provided with restraint devices that will secure the wheelchair and the wheelchair passenger while in the wheelchair. These devices shall be adjustable to accommodate varying track widths of wheelchairs. Each wheelchair shall have a four-point securement (2 at the front and 2 at the rear). The Wheelchair securing retractors shall be fully automatic, self-tensioning and self-locking with recessed anchor points of sufficient strength to secure a wheelchair. Retractors and belts shall store in a convenient storage compartment. The entire securement system shall comply with all applicable regulations including the ADA regulations.

GENERAL INFORMATION AND REQUIREMENTS:

- **Unless otherwise specified in an End User Purchase Order**, vehicle manufacturer's standard advertised/published accessories for units shall be chassis-factory installed. Requested optional equipment on units shall be furnished and installed by the chassis manufacturer, or shall be furnished and installed by other manufacturers, provided all specified minimum requirements are met.
- Under no circumstances shall any cutaway chassis equipment be mounted to any unit by means of weldments to the Frame, at any point between the front of the front spring hanger to the rear of the rear spring hanger. Also, holes for bolting purposes shall be drilled in an acceptable manner. Burning shall not be acceptable under any condition to provide said holes. Further, no holes shall be drilled in either the top or bottom flange of truck frames with the exception of holes drilled in the section behind the rear-most attachment of the rear spring hangers or for preformed, factory-made frame rail bolt holes for subsequent body installation. Welding or torch cutting shall be confined to "boxing" the rear end of truck. All such work shall be confined to area behind rear spring hangers. Chassis frame rivets shall not be removed or cut flush with frame for any reason.
- Safety plaques (or decals) shall be furnished on both sides of any bus bodies where applicable. These safety plaques (or decals) shall include necessary warnings and precautions. Permanent plaques are preferred to decals. Plaque or decal indicating the vehicle height must be posted within easy view of the driver. All decals such as; emergency exit, steps, wheelchair lift, etc shall be permanent and shall be in accordance with ANSI 535 4-1991 or latest revision.
- Do not install or attach decals or markings of any type pertaining to dealer/manufacturer advertisement other than manufacturer's name or model designation normally installed by manufacturer on equipment delivered to any unit of government.
- The Truth in Mileage Act requires the selling dealer to furnish a complete odometer statement to the purchaser. This statement must be complete and shall include mileage accrued to the point of delivery. In addition to the signature of the seller/agent certifying the odometer reading, both the dealership and the name of the agent shall be printed on the Odometer Disclosure Statement. **The odometer statement on the MSO may satisfy this requirement.** Odometer and MSO shall be presented by contractor to the end user at the time of delivery.
- It is the bidders responsibility to calculate the actual loaded weight of the vehicle, to include all options, and to provide a higher GVWR if required.
- Successful bidders shall furnish buses meeting or exceeding the minimum requirements of this document, equipped exactly as listed for models in the various parts of this specification and with any other requirements specified in an End User P.O. The buses shall be completely assembled, serviced, adjusted, and including all standard equipment including standard and optional equipment installed. The units shall have been made ready prior to delivery to the end user/purchaser for continuous operation. Standard equipment shall include those components and accessories usually and ordinarily furnished without additional cost on regular production models.

AIR CONDITIONING:

The installed air conditioning system shall cool the interior of the vehicle to 80° F measured at a minimum of three points, located four feet above the floor at the longitudinal centerline of the vehicle. The three points shall be (1) near the driver's location (2) at the mid-point of the body and (3) two feet forward of the rear of the vehicle. The air conditioning system shall be considered a vital necessity for both driver and passengers alike and never treated as a possible cost savings area.

The systems compressors, condenser, evaporators shall all be sized accordingly not be down-sized in any way that could lessen or cheapen the overall system as a whole. The system shall also be compatible with the vehicles engine so as not to put an undue strain on the engine or its components. All the components of the air conditioning system, shall meet or exceed the SAE-j2064 type d specifications or latest revisions. The air condition system shall be controlled from the driver's seated position and shall include a low pressure switch in order to provide protection to the system's compressor in case of low or sudden loss of R-134A refrigerant.

SAFETY EQUIPMENT:

The following applies to all types buses:

- **First Aid Kit:** The first aid kit shall be a Standard 24 unit First Aid Kit to include one way airway apparatus and one pair of disposable gloves. Kit shall be securely mounted near the driver's seat.
- **Fire Extinguisher:** The fire extinguisher shall be a minimum of five (5) pound dry type (BC rated), securely mounted near the driver's seat.
- **Reflectors:** Three (3) triangular reflectors with a storage container shall be provided, securely mounted near the driver's seat.
- **Back-Up Alarm:** Back-up alarm that is electrically operated and produces an intermittent sound when the vehicle is shifted into reverse shall be furnished to warn others while vehicle movement is in reverse. The alarm shall meet or exceed SAE J994B standards or latest revised standards.
- **Fresnel Lens:** Fresnel Lens shall be provided on the rear windows of the vehicle where applicable.

BUMPERS:

The rear bumper shall be of sufficient strength to allow the vehicle to be pushed without damage.

LIGHTING:

Overhead entrance and stepwell lights shall provide no less than five foot-candles of illumination on the entrance step area with the door open. This system shall be illuminated automatically when the door is open. Overhead and stepwell lights shall be wired to and activated automatically by door control and by a separate dash mounted switch.

All exterior lights, with the exception of headlights, passenger entry door, lift door, curb light, and rear backup lights shall be Light Emitting Diode (LED) lights. Lighting shall be in accordance with Federal Motor Carrier Safety Regulations 393.12, or its latest revisions. All lights shall have wire long enough to move the light at least six inches (6") from vehicle for service. Lights shall be grounded to body framing structure. All lights shall be sealed from moisture. Marker lights shall be armored, surface mounted. Center brake light shall be furnished.

HEATING AND DEFROSTING:

A rear hot water heater with blower fan shall have a BTU rating of at least thirty thousand (30,000) shall be installed under a seat near the rear of the vehicle. The controls shall be readily accessible to the driver. Heater hose connections shall be installed above the floor of the vehicle body and through the fire wall to the engine compartment. Easily accessible all brass gate valve(s) shall be furnished to cut off the flow of coolant water to the rear heater.

SERVICE MANUALS:

A line setting sheet and manual(s) containing operating and servicing instructions for the vehicle shall be provided with each vehicle. The manual(s) shall be as detailed as possible outlining all necessary operating and servicing instructions for each vehicle including the vehicle's driveline components. Necessary warning and safety precautions shall be included. In addition, manual(s) containing illustrated parts lists, operating and servicing

instructions for related, ad special equipment supplied with the vehicle shall be provided with the vehicle. In addition, Bidder will quote as a published option, any service or operating manuals commercially available from the manufacturers of each component of the vehicle.

PRE-DELIVERY SERVICE:

All units shall include new vehicle pre-delivery service and the following service shall be performed before the units are delivered to the receiving agency:

- All fluid levels checked and maintained with the proper grade and type of fluids.
- Pre-delivery inspection and service on chassis.
- The interior and exterior of units shall have been cleaned and washed.
- When so specified in an End User Purchase Order, the vendor or its representative which is authorized will indicate that service was performed and that inspection indicates the product is in good condition and ready for delivery.

DELIVERY OF EQUIPMENT TO END USERS:

The successful Bidder under contract with H-GAC shall be responsible for delivery and acceptance of each piece of equipment delivered to the End User according to the requirements of these specifications, the contract with H-GAC, and the purchase order issued to the Bidder by H-GAC on the End User Agency's behalf. All required tests of equipment, certifications and licensing shall be borne by the Bidder/contractor.

WARRANTY & MAINTENANCE:

Warranties submitted with the bid response shall be in lieu of all other warranties, expressed or implied, all other representations to H-GAC, and/or the End User Agency, and all other obligations or liabilities, including liability or incidental or consequential damage on the part of the bidder. Neither H-GAC nor the End User assume any warranty or liability on the bidder's behalf unless made or assumed in writing initiated by the bidder and agreed to in writing by H-GAC or the End User.

- Contractors must comply with the minimum warranty and maintenance requirements described below for any products or services provided under this Bid Invitation. The Warranty and Maintenance Services, including Extended Maintenance Agreements, must be described in detail on the **Form E**.
- Contractor will warrant against defects in workmanship of product for a period of one (1) year from the date of acceptance of said equipment. This shall include but not limited to all parts, labor and related travel expenses.
- Contractor will ensure that any part deemed to be defective or otherwise inoperative will be repaired or replaced at no cost to the End User, if the term of the standard warranty has not expired.
- Contractor must provide, on **Form E**, a complete description of its warranty service, maintenance and extended maintenance programs, to include any End User costs, hourly rates and/or any other expenses. Also included shall be lead times with respect to service calls and 800 support numbers.
- Extended Maintenance Agreements (post warranty maintenance agreements) are considered a part of this agreement and can include both remedial and preventive maintenance services to include all labor and parts (except consumables).
 - a. An additional agreement containing the extended maintenance may need to be signed by the Contractor and End User.
 - b. If purchased by the End User, the initial period begins after the expiration of the initial warranty period (minimum 1-yr.), and shall provide the same terms and conditions of the initial warranty.
 - c. Contractor shall state on Form E, the annual Extended Maintenance Agreement cost for all equipment and components.

MULTIPLE UNIT DISCOUNTS:

The bidder must state in their bid response on **Form E**, any discounts for End Users placing multiple unit orders per purchase order and exactly what parameters must be met in order to receive those additional pricing discounts.

IMPORTANT NOTE: Federal Legislation – (SAFETEA-LU) bill, Public Law 109-59 as passed by Congress and signed by the President, in 2005. Section 3025(i) reads as follows; “Bus Dealer Requirements – No State law requiring buses to be purchased through in-State dealers shall apply to vehicles purchased with a grant under this chapter.”

HGACBuy is making reference to this federal statute as it applies, because of the Section A, Sub-heading 14 on page 8 of 19, TEXAS MOTOR VEHICLE COMMISSION CODE AND LICENSING, found within this bid offering. As a governmental entity within the State of Texas we must continue to comply with this directive and request the state licensing requirements be met as required.

NOTE: At no time shall this contract be used for the purchase of used or previously owned equipment. Purchases shall always be for the most current make/model of equipment

NOTE: The following **Exhibit 'A'**, Federal Articles and Certifications should be signed and submitted with the bid response as a 'hard copy' and as an electronic copy as well. It should be labeled with an identification TAB within the bid response binder.

NOTE: The following **Exhibit 'B'**, a short section of FTA Circular 4220.1F, Transit Vehicle Manufacturers Certificate of Compliance, it must be signed and submitted with the bid response as a 'hard copy' and as an electronic copy as well. It should be labeled with an identification TAB within the bid response binder.

NOTE: The following **Exhibit 'C'**, is the cover page for the FTA Circular 4220.1F, Third Party Contracting Guidance, must be signed and submitted with the bid response as a 'hard copy' and as an electronic copy as well. Signing this single cover sheet signifies compliance with this entire FTA Circular. It should be labeled with an identification TAB within the bid response binder.

NOTE: The following **Exhibit 'D'**, Third Party Procurement Requirements must also be signed and submitted with the bid response as a 'hard copy' and as an electronic copy as well. It should be labeled with an identification TAB within the bid response binder.

[All Exhibits are located at the end of the bid document following the ProForma Contract]

INSTRUCTIONS AND REFERENCES:

It is extremely important that you follow all response instructions including those found in Section A, Sub-heading 27 starting on page 11 of 19. Also, a list of References indicated in Section A, Sub-heading 9, page 6 of 19. A checklist found in the Forms Section can be a helpful guide and each line of that form must be initialed.

End of Section B
For Information About This Invitation, Please Contact:

Dave Northrup
Ph: 832.681.2515
Fax: 713-993-4548
E-mail: dnorthrup@h-gac.com