



**MISSOURI DEPARTMENT OF TRANSPORTATION**  
**ADULT PASSENGER NON-SCHOOL BUS TYPE VEHICLE SPECIFICATIONS**  
**NARROW BODY CUTAWAY**

1. The intent of these general specifications is to describe a commercial non-school bus type vehicle that will be manufactured, structured and assembled by using best quality materials, components and workmanship in accordance with sound engineering principles and manufacturing practices to provide safe and reliable transportation for ambulatory and nonambulatory adult passengers.
2. Chassis types - Cutaway Vans, Commercial Cutaways or R.V. Cutaways, 2009 or 2010 model year, General Motors 10,500 GVW, Ford Super Duty 11,500 GVW (60% domestic content, final assembly point in USA) or approved equal (Approximately 138" w.b). If for any reason a 2009 model cannot be supplied a 2010 model must be furnished at quoted bid price, (when the successful bidder failed to order a chassis in time).

These vehicles shall be tested at the FTA's Altoona Bus Testing and Research Center and the testing report submitted to the Missouri Department of Transportation with the bid.

MoDOT reserves the right to conduct in-plant inspections.

3. Body Exterior, Construction - The materials used and the assembly method of the roof, side panels, and floor will be the manufacturer's standard construction, uniformly connected, lapped and sealed providing a weather and dust proof body. Drip rails shall be installed above all doors to prevent water leakage into bus. Drip rails will be 3/4" or more in width. Each vehicle will be thoroughly water tested before delivery.
4. Body Interior Construction - The inner construction must provide equal protection to passengers regardless of where they are seated. Interior height shall be minimum of 70"

The inner frame, at the floor, front and rear ends shall be heavy steel construction that will provide solid support for inner crash shield and exterior panels. The frame shall be securely anchored to adequately spaced steel floor cross members.

The entire structure must provide maximum resistance to impact and collision and meet or exceed the rollover protection requirement of all federal regulations. (FMVSS 220).

Headliner - Shall be full length for driver and passenger area. This headliner shall have longitudinal and cross member supports where needed to prevent flexing and vibrations.

Side and End Panels - To be complete on all doors, sidewalls and rear end.

It shall conform to Federal Motor Vehicle Safety Standards and meet all static load test requirements. All materials used in the interior of the vehicle shall meet or exceed all aspects of FMVSS 302.

Floor and Floor Covering - The entire floor except driver area shall be made level with marine grade plywood or fiberglass re-enforced a minimum of 3/4" thick securely installed by glue, screws or a combination of methods that will assure a permanent fitted floor. The plywood floor shall be covered with a minimum of 2.2 mm thick, vinyl transit type floor covering. All seams will be heat welded. Heat welding only applies when mating of similar surfaces. There will also be an aluminum polyethylene or galvanized steel, belly pan located under the floor to prevent moisture entrance.

The floor may have exposed rear wheel wells. The entranceway and aisle will be non-skid type and under the seats it will be smooth with anti-skid properties. The driver area and wheelhouse covering may be either smooth or anti-skid type. All floor coverings will meet ADA requirements 49 CFR 38.25. Flooring in Securement area will meet ADA 49 CFR 38.25 for slip resistance (anti-skid throughout).

There will also be a standee line in aisleway that meets all Federal Motor Carrier Safety Regulations 49 CFR 393.90.

All exposed edges around the wall, doors and entranceways shall be trimmed with a molding securely attached or quality waterproof seal.

Insulation - The interior dash firewall, lower panels, doors, floor, sidewalls, roof headliner, etc. shall be insulated.

Grabrail, Grabhandle, Guardrails and Stanchions - A floor to ceiling stanchion shall be installed near the aisle and immediately left of the entrance door. This stanchion shall be connected to the vehicle right side by a guardrail approximately 30" above the floor. The stanchion and guardrail shall not impair the driver's seat adjustment.

A floor to ceiling stanchion shall be installed in close proximity to the rear, right side of the driver's seat. This stanchion shall be connected to the vehicle's left hand side wall by a guardrail approximately 30" above the floor. The stanchion and guardrail shall not impair the driver's seat adjustment. Two stanchions with

modesty panels behind the driver's seat are also acceptable.

A solid material modesty panel shall be provided with the entry door stanchion and guardrail (right hand front seat only).

Spacing of these guardrails and panels must provide adequate passenger knee room.

Two grabrails or handles a minimum of 18" in length shall be installed to the left and right of the right hand front entrance door within easy reach of boarding passengers to discourage the use of a door opening device for support when boarding.

There will also be two overhead grabrails mounted securely above the passenger aisleway. These grabrails will meet ADA requirement 49 CFR 38.29 (one grabrail is acceptable if there is overhead storage).

There shall be a passenger grabrail and stanchion floor to ceiling mounted along the right side of the stepwell. This handle is to be approximately 18" in length and to be securely mounted to the vehicle to provide a secure handhold for boarding passengers. All handrails and stanchions will meet ADA requirement 49 CFR 38.29. Both stepwell grabrails will be parallel mounted and will extend the entire length of the stepwell.

Stanchions and guardrails shall be tubular metal covered with pre-molded energy absorbing padding. All stanchions guardrails, grabhandles, and grabrails will be mounted to the floor or ceiling with at least four screws.

Seating - See Exhibits MM, OO, PP, RR, and SS. The arrangements shall provide seating as shown on the appropriate exhibit. (Item No. 17).

The driver's seat shall be a power adjustable (vertical and horizontal) high-back bucket type with full depth foam padded seat cushion and backrest covered with a high-quality cloth material. There will be an armrest on the right hand side and the back shall be adjustable. The co-pilot's seat can be manually adjustable and vinyl covered.

The conventional type two-passenger seats shall be a minimum width of 35" and spaced on a minimum of 30" centers. No exceptions will be allowed in seat spacing or width.

All one-passenger seats shall be 17" wide and shall be of the three-point design. (Mid back height)

All two-passenger seats shall be a minimum depth of 16", the backrests shall be a minimum thickness of 2". All seats frames will be painted or powder coated. All

two-passenger seats will be of the three-point design.

All two-passenger seat cushions and backrests shall be covered with a minimum level 3 grade vinyl materials. Seat cushions and backrests shall have full depth foam padding. The seat cushion padding shall have a density (4" minimum) sufficient to support occupants without bottoming. Mid-back style seats manufactured by the Freedman, C. E. White Seating Company, American Seating, (or approved equal) will be preferred type. All seats will meet or exceed the requirements of FMVSS 210.

All passenger seats will have folding armrests on the aisle sides.

The walk-through aisle between right and left hand seats shall be a minimum of 14".

The driver and all passenger seats shall have best quality seat belts and retractors properly located and easily accessible. The driver's seat belts shall have minimum usable extension of 60" measured from the seat cushion to the buckle. The passenger seat belts will have to be designed to encircle the largest of individuals (minimum usable extensions of 60"). All seating positions will have 60" seat belts with retractors (no traveling retractors). The permanent front seats will be designated as priority seating. Include three (3) 9" seat belt extenders that interchange with belts installed on vehicle.

Fold-A-Way Type Seat Requirements: (If required)

Fold-A-Way seats shall meet all dimensional, structural and testing requirements of the standard seat specification.

All seats shall be forward facing and fold against the wall when wheelchair space is required.

In the folded position, the seat may extend into the bus aisle no further than 10" installed at 90 degrees to maximize space for wheelchair loading and positioning.

In the down, fixed position, the seat may not extend into the aisle more than 36" to preserve aisle space.

Fold-A-Way seats shall be Braun Series 5, Freedman 3 step Fold Away, C. E. White model 35, American seating E-Z fold, or approved equal.

Floor plans MM through SS will have one integrated child seat that will accommodate children between 20 and 60 lbs. For floor plans MM, OO, RR, and SS this seat will be of a fixed two-passenger design and for floor plans PP and SS, it may be on a single seat. Child seats on all vehicles will be toward the rear of the vehicle, but not on the back row. Freedman ICS, American seating ICS, or

approved equal will be acceptable.

Floor plans MM through SS will have at least three seating positions that meet the FMVSS 225 latch system requirement for child safety seats. They may be located on either fixed seats, or folding seats and must be designated safety seat locations. The preferred location of these positions will be on the aisle side of two-passenger seats. All FMVSS 225 seating positions will have 60" non-retractable lap belts for each position.

Standard fold-a-way seats are acceptable over wheelwell.

Fold-A-Way seats mounted over wheelwells may have non-retractable seat belts in lieu of retractable seat belts.

5. Windshield, Door Glass and Window Glass - Safety plate windshield and window glass all around.

Passenger side windows shall be provided throughout the passenger area. These windows will be a horizontal opening type that easily open and close. These windows shall meet all the latest federal regulations for retention and release. Kick-out type windows will be hinged at the top. All windows that are considered emergency exits will be clearly marked. A full-length drip molding of at least 3/4" will be installed over each passenger window opening.

The driver position, on buses with right hand front entrance door, shall have a window that can be opened for ventilation at the left side.

The dual right hand passenger entrance doors shall have full-length windows.

The emergency rear door shall have an upper and lower fixed glass.

There will be glass on each side of the emergency door, approximately 24" x 24" or 7" x 30".

The windshield, driver position side window, and rear emergency door glass will be tinted. The passenger entrance door glass will be tinted in the upper part and may be clear in the lower part. Windshield will have solar shade in top section.

All passenger area side window glass will be tinted. An approximate tinting of 28%-30% light transfer is acceptable.

All side windows will have inside latches for security.

All windows, doors, and windshield will be installed to keep water and dust leakage to an absolute minimum. Proper sealing during installation is essential.

6. Doors

Front - One door RH, or two doors LH and RH acceptable.

Entrance LH - If required - Door shall be the chassis manufacturer's standard front side door with tinted drop glass armrest and lock. This door may be modified if necessary.

Entrance RH - Main service door may be either forward folding, in-out or out-out opening type. This door shall provide headroom with a minimum of 72" entrance height from the top of the first entrance step to the door headliners. The minimum width shall be a 24". The top of the door entrance shall be fully enclosed and protected from weather and other elements. It shall have protective padding to prevent head injury when entering or exiting.

All vehicles will have an electrically operated door. The electric door will also be forward folding, in out or out-out opening type. This door will be operated by a switch from the driver's areas. There will also be a key activated switch on the exterior of the bus so the door can be opened from the outside (RH fender mount). The door and control arms will be located above the door area, not beneath the stepwell.

Either door shall have a below floor level entrance stepwell, with a minimum of two steps. These steps shall be stationary, corrosion resistant steel adequately braced and be an integral part of the basic structure. The height from ground to top of first step of empty vehicle be a maximum of 13-1/2" and a minimum of 10". Additional step heights will be a maximum of 11", the head depth for all steps shall be a minimum of 8". All of the steps shall be level and the risers shall be vertical.

Each step will be covered with molded rubber or vinyl. The step covering will be non-skid type tread with white or yellow nosing. The riser shall be covered or coated with scuff resistant material.

These steps will be fully recessed, enclosed and protected from weather and other elements.

A stepwell light shall be provided and automatically operated by door control.

The entire door shall be weather stripped to provide a water and airtight seal. The door edge seals will be the over-lapping type to provide maximum sealing ability. Door sweeps will be installed on lower edge.

The door openings shall be structurally reinforced to have the same structural integrity as the body.

(If Required) RH side lift door or doors - This entranceway may have either single or dual swing-out type door or doors. Catches will be provided to keep doors open during lift operations.

The door(s) height extended from the floor to the top and side-to-side of the entranceway shall provide adequate clearance for the ramp and wheelchair entry. (56" minimum)

This entranceway will be located forward in the right hand side of the body, across from the wheelchair securement area or in the rear of the bus, along the curbside. Please note lift position in each floor plan. Lift door will meet all requirements of ADA 49 CFR 38.25.

The entranceway shall be protected from weather and other elements and be padded to prevent head and other injuries to passengers when exiting or entering.

Rear Emergency Door - This door shall be outward opening type, clearly marked as an exit. The dimensions of this door will be approximately 32" wide and 50" high. This door shall have an open door warning buzzer and will be sealed to minimize dust and moisture entry. A red light will be installed to meet Federal Motor Carrier Safety regulations 49 CFR 393.92.

This door opening shall have protective padding to prevent head injury when exiting.

The rear emergency door must have an inside latch and release mechanism and outside handle. This door shall have factory installed position hold and check arm. All doors will meet ADA requirement 49 CFR 38.25.

Security Lock System - The bus shall have a security door lock system for all doors.

7. Wheelchair Lift (if required)

The lift shall be an electro hydraulic type providing power-up, power or gravity down and power automatic fold. The power source shall be the vehicle 12-volt electrical system. The lift will be mounted within the body with access through the right hand side load door or doors. Modifications for lift installation must not affect the structural integrity of the basic vehicle.

The lift shall have a minimum rated working load capacity of 800 lbs.

The lift will have no dirty or greasy surfaces that will contact the wheelchair occupant during normal operation.

The lift platform shall be constructed of expanded metal with a minimum usable

width of 33" and a minimum depth of 51". Platform will be painted high visibility yellow.

The lift shall have the following:

Meet all aspects of FMVSS 403 & 404 for public use lifts

A manual override to lower, to raise and an emergency platform release for use in the event of power failure. The manual handle shall be able to function without interference from seats, etc. on bus.

The lift will have nine interlocks as defined in FMVSS 403.

A platform device that locks in an upward position acting as a curb before the platform has departed ground level and pivots downward upon ground contact, acting as an entry ramp. There will also be a similar safety barrier on the inboard side of the lift platform. Both barriers shall be a minimum of 6" in height.

Door activated power cutoff device to prevent movement of the lift when vehicle doors are closed.

Two handrails for use by the wheelchair occupant. These rails shall automatically fold up or down with platform movement and shall fold flat against the platform during transport.

An automatic down pressure cutoff device shall stop downward movement of the platform upon contact with any obstruction or the ground.

The lift shall have automatic controls to perform all functions. The control shall be hand held, cord mounted console control, with sufficient cord length to allow operator to control the lift from inside or outside.

Any part of the lift assembly protruding into the body that could be hazardous must be properly padded for passenger protection. Manufacturer's flexible end barrier meets this requirement.

The electrohydraulic lift system shall have a monitoring device requiring no tools to allow for a quick and easy fluid level check.

The lift system and mechanisms must be easily accessible for repair and maintenance without dismantling and removal from body. The lift circuit breakers will be mounted near the second battery and in the battery box.

The lift will be a S-2010 series Ricon, Maxon W-L7, Braun Millennium Series, or approved equal.

The lift must provide either a safety belt occupant restraint system inter-locked to

lift operation or an outside end barrier that locks in place before the lift platform leaves the ground. Both systems are to reduce the chances of a lift passenger falling or rolling off the lift platform.

Descriptive literature and detailed specifications must be included with your bid. All lifts will meet requirements of ADA 49 CFR 38.23.

8. Retractable Wheelchair Securement System (If securement required)

Each wheelchair tie down securement area shall be equipped with a minimum of four (4) wheelchair restraint securement belts designed to meet all ADA structural requirements and 30 mph/20g impact.

The wheelchair securement tie down belts shall be retractable into a protected steel housing to eliminate the need for belt cleaning and storage. The belt housing and mechanical retractor shall be designed for a minimum five (5) year life. Belts will incorporate a S-hook or J-hook design to secure belts to the mobility aid. Include four (4) 16" "quick straps", or approved equal, for each securement location.

The location of the rear belts shall be positioned to allow the driver to secure the wheelchair frame between the rear wheelchair wheels. The retractable belts shall feature positive locking mechanisms. The belts shall be equipped with a release tab to release tension on the belts when unfastening the wheelchair and to take up the excess belt when securing the wheelchair.

The retractable belts shall feature positive locking mechanisms. All belts shall have automatic tensioners. All belts shall be designed for a minimum five (5) year life. All belts may also utilize a flush floor mount L-Track with flanged edges for securement to the floor. There are to be four tracks running the entire length of the securement area. The spacing of these tracks shall provide a safe and efficient anchor point for the retractors. Sure-Lok Titan or Q Straint Deluxe tie-downs are an "approved equal".

The wheelchair occupant restraints shall be FMVSS Type II (combination lap and shoulder belt) with an adjustable height shoulder belt featuring a single-point release buckle for quick release. This system will also be fully retractable.

All equipment shall comply with applicable federal standards.

The restraint system shall be designed, configured and installed to accommodate the greatest possible variety of wheelchair designs and sizes. There will be wall-mounted pouches for storing all belts and tie-downs.

Use of the restraint system under normal conditions shall not cause any damage to the mobility aid.

All belts and belt anchor points shall comply with FMVSS 210 and FMVSS 222.

Easy to secure and release torso pads which encompass both the wheelchair and occupant shall be included for each wheelchair position. All securement devices and lift area designs will meet ADA requirement 49 CFR 38.23.

9. Air Conditioning, Heating, Defrosting and Cooling - Front and Rear

Heating and Defrosting - The heating system shall consist of front units to provide heat to the driver's, entranceway, and surrounding area. Underseat unit will provide for passenger comfort in the rear. It shall be floor mounted and provide a minimum of 30,000 BTU's. Rear unit will be floor mounted and mounted near the center of the passenger rear compartment. Mounting will not interfere with any wheelchair or occupant securement devices.

An integral defrosting and defogging system shall keep the windshield and all windows free of frost and condensation.

The system shall be supplied with hot water from the vehicle engine. Shut-off valves shall be provided and easily access from under the hood or body and be clearly labeled.

All controls shall be installed in a panel easily accessible to the driver.

Cooling - The system shall be powered by the vehicle engine and have a rated total output capacity of approximately 42,000 BTU's. All system components (body and chassis) will be compatible with R-134A Refrigerant. All bolts used in mounting and securement of the compressor will be a grade 5 or higher. Refrigerant hoses clamps and fittings will be constructed to meet or exceed SAE specification J2064 Type D. The clamps will be of a quick click design (or approved equal) to ensure coupling integrity. All aftermarket air-conditioning lines will be nylon coated.

Free-blow cool air distribution shall be mounted overhead of the passenger seats. Adjustable air outlets to control and direct the flow of air shall be installed for the comfort of passengers. The rear-cooling unit shall have a capacity of approximately 30,000 BTU's. This rear-cooling unit will have a 3-speed fan control switch (off, low, medium, and high). Unit will be roof mounted and located at the rear of the passenger compartment. Air circulation ducts will be provided to give passengers in rear of bus full comfort. Free blow units may be utilized provided they do not interfere with lift area headroom.

Chassis manufacturer's optional front air conditioning will be included. Approximately 12,000 BTU's.

This system will provide cooling in the front of the bus and have adjustable outlets for the driver to control and direct the flow of air.

The skirt-mounted condenser will be protected from debris thrown from tires by rustproof shields. There will be two, one located at the front and one located at the rear of the condenser.

All controls for fan speed and temperature shall be installed in a panel easily accessible to the driver.

Roof Ventilator/Emergency Exit - A dual purpose manually operated roof hatch ventilator/emergency exit shall be installed in the roof of the vehicle at approximately the center of the passenger compartment. The hatch shall be 23" x 23" minimum and shall be installed so that when it is open and the vehicle is in a motion fresh air will be provided inside the vehicle. The hatch shall be a Transpec, Inc. Model 1000 regular profile Dual Purpose Safety Vent, Transpec Model 1075 Low profile or an approved equal. Econo Model not acceptable.

For increased circulation in the driver area, a two-speed fan with a minimum diameter of 6" shall be mounted on the dash. The three-position control switch will be located on the dash panel. This fan will be mounted in dash area and will not block driver's view.

Vehicle will also be equipped with a Pentax or InterMotive AFIS fast idle control solenoid, (or approved equal). Fast idle will activate during low voltage conditions with the parking brake set.

Heating and Cooling Certification - The supplier must certify that the heating and cooling system he proposes to use will be adequate for passenger and driver comfort based on interior dimensions and anticipated passenger load.

Ignition Cutoff - An automatic ignition body circuit cutoff for heaters, defroster, and air conditioning shall be provided.

#### 10. Chassis and Body - Requirements and Performance

The chassis, fully loaded and equipped body, must provide proper weight distribution. The front and rear weights must not exceed the chassis manufacturer' gross axle weight rating.

Front Section, Exterior - Manufacturer's standard grill; grill frame, lamp moldings, etc.

Front Section, Interior - All items regularly furnished as standard by the manufacturer.

### Lights and Signals

Exterior - High and low beam headlights, parking, tail, stop, backup, front and side marker lights or reflectors, license plate, hazard warning flashers and directional signals. There will also be a reverse or back-up alarm.

Stop, tail, and turn lights will be of LED design.

Interior - Instrument panel, front and rear overhead lights, and all doors. Overhead lighting activated by a dash mounted switch, shall provide lighting intensity at a reading level. All door lights and RH front door stepwell shall illuminate automatically when doors are open. All vehicles shall have Priority seating signs as required by ADA requirement 49 CFR 38.27 and red emergency exit lights that meets FMCSR (Federal Motor Carrier Safety Regulations) 49 CFR 383.92.

All interior lights shall be adequately recessed so as to not be a hazard to occupants. Interior light fixtures shall be operable with or without engine running. All interior and exterior lighting will meet ADA requirement 49 CFR 38.27.

There will be two red strobe type lights mounted on the upper rear end cap of the vehicle (not roof mounted). They will be 6" in diameter.

These two red strobe lights will be activated only by a dash-mounted switch with a pilot light to indicate activation.

All interior wiring shall be insulated and covered.

Instrument Panel and Instruments - Standard panel with gauge instrumentation for fuel, engine temperature, oil pressure, alternator, speedometer and odometer. All switches installed by body manufacturer will be a full metal, heavy-duty type. (push pull or rocker)

Horns - Dual electric.

Mirrors, Rearview - Interior, adequate size to provide the driver a full view of the passenger area (approximate 6" x 12", 8" convex is acceptable).

Mirrors, Rearview Exterior (RH & LH) – One piece or two-piece. Adjustable type, approximate size 7" x 10". The mirrors must be mounted so as not to obstruct the driver's front or side vision. Separate convex mirrors of 5" in diameter will also be installed (RH and LH). Also include an 8" convex mirror mounted on the left-rear corner of vehicle to allow for a view directly behind bus. Mirror bolts will be grade 5 or higher. These mirrors will not vibrate during operation.

Windshield Wiper and Washer - Electric, two-speed with intermittent wipe and mist option.

Tilt Steering Wheel and Cruise Control - Include in your bid price.

Sun Visor - For driver.

Storage Compartment – For personal items and/or valuables, a key-lockable storage compartment will be located immediately above the driver's seat.

Radio - AM-FM, manufacturers standard.

Engine - Gasoline V-8 minimum of 275 hp, providing necessary horsepower and torque at governed R.P.M. for road speed and grade ability. The engine shall have a full flow replaceable or spin on type oil filter. The air filter shall be a dry type. The engine shall be equipped with oil cooler. Ford Chassis to include Super Duty service package.

Diesel, V-8 minimum of 235 hp. This engine shall be equipped with a full flow replaceable spin on oil filter, dry type air filter, external oil cooler and engine block heater for cold weather operation. The engine compartment will also have extra insulation to provide sound deadening qualities along with additional passenger and driver comfort. Please include this engine option as an extra cost for each floor plan. (As shown on pricing sheet). All engines will meet current emission standards.

Cooling System - Heavy duty or maximum cooling radiator with overflow recovery reservoir and permanent type anti-freeze installed to protect the vehicle to at least 20 degrees F below zero.

Transmission - Automatic, 4-speed or 5-speed with an electronic shift control, auxiliary exterior oil cooler and overdrive.

Alternator(s) - Minimum of 195 Amps cold. All mounting bolts will be grade 5 or higher. (May require dual alternators)

Batteries (2) - HD with adequate CCA and reserve capacity (Minimum 600 CCA) each for operating chassis and wheelchair lift components. One battery will be relocated so access can be gained through a door on the passenger side of the bus. Battery will be mounted on a slide out-tray to allow easy access. This tray will be sealed to prevent road debris from entering. Include an emergency battery disconnect switch located in the driver's area running board.

Steering - Power.

Brakes - HD power, four-wheel front and rear disc system.

Axle, Front - Minimum of 4,000 lbs. capacity.

Axle, Rear - Minimum of 5,500 lbs. capacity, ratio 4.10/1 or 4.56/1 with Mor Ryde, Roll Guard suspension system (or approved equal)

Drive Shaft Guard(s) - Minimum of two (2).

Springs, Front - Heavy-duty coil or leaf with a stabilizer bar.

Springs, Rear - Heavy duty, leaf type, with stabilizer bar.

Shock Absorbers- Heavy duty, front and rear.

Fuel Tank or Tanks - Minimum capacity 33 gallons with outside fill spout.

Tires and Wheels - The tires and wheels will conform to the tire and rim association standards. They will be factory installed by truck manufacturing assembly. Acceptable tire makes will be those listed as being available in the tire section of manufacturer's Truck Data Book on specification date.

Mud Flaps - For both front and rear wheels.

Tires - Tires will be a major brand (not Firestone), factory installed, metric sized, and meeting manufacturer's specifications. Five (front, rear and spare), approximate size LT 245/75R 16E, 10 PR, blackwall tubeless or tube type highway tread. Spare tire and wheel will be furnished. Spare tire is to be permanently mounted under vehicle (unless vehicle weight or fuel tank are an issue). All tires including spare to meet or exceed GVW requirements, and be of radial design. A jack (rated for vehicle GVW) and all tire changing tools will be included with vehicle. Tire changing tools may be securely mounted anywhere in the passenger compartment, as long as they do not impede operation or safety. The jack and tire tools may be chassis supplied OEM. Tire size may be 225/75R 16D, 8 ply rating. Include "crossfire" or approved equal.

Wheels – Five (5) or seven (7) disc with size and capacity to match load-carrying requirements of tire to vehicle.

Bumpers - Front and rear.

Undercoating - The entire body understructure shall be covered with a heavy, long lasting undercoating material. Automotive quality undercoating will not be acceptable.

Running Boards – Vehicle will be equipped with (2) two 12" wide by 36" long

aluminum running boards mounted at both door locations. They will be a minimum of 1/8" thick and will have a diamond embossed or other anti-slip design on the footing area. This running board will be securely mounted with at least 3 braces that will be made of galvanized steel to resist rust. A non-skid expanded metal will be installed on the entire step surface to prevent slipping. Diamond embossed only will not be acceptable.

Safety Equipment - Unit will have all the latest standard safety equipment required by laws and regulations.

Emergency Equipment - A fire extinguisher certified for this type vehicle (minimum 5 lb. 10-BC type) and a 16-unit first aid kit with contents recommended for this type and capacity vehicle shall be provided. Three reflective bi-directional triangles with 3 LED warning lights (Tri Alert or approved equal) shall also be provided. These emergency items shall be securely mounted in the driver area and easily accessible. Also include an assortment of spare fuses used in chassis and body components along with an emergency seat belt cutter.

Each vehicle will have a blood borne disease kit including the following items:

- A. Latex gloves
- B. CPR mask
- C. Goggles
- D. Apron
- E. Disinfectant wipes
- F. Absorbent and scoop
- G. I.D. tag and red plastic bag

All first aid and blood-borne disease kits will be packaged in a durable hard plastic or metal case.

11. The following shall be furnished and included with your bid:

All bidders shall describe and furnish a complete listing of the vehicle, requested drawings and modifications of the equipment they propose to furnish.

A detailed drawing, showing interior floor plan, dimensions and seating arrangements shall be included.

**A SCHEMATIC OF ANY INSTALLED WIRING SHALL BE FURNISHED WITH EACH VEHICLE AT THE TIME OF DELIVERY.**

A guarantee that the chassis manufacturer's warranty will be in effect at the time of delivery and acceptance (36 month, 36,000 minimum).

A copy of the warranty on the body air conditioning, (heating and cooling assemblies), wheelchair lift and alternator. Warranty terms on these components to be a minimum of 2 years, 24,000 miles.

Priority seating signs that meet ADA requirement 49 CFR 38.27.

FMVSS 210 Seat certification.

Detailed literature/specs on lift system.

Description of air-conditioning, heater and defroster system.

Heat and cooling certification.

A description of the system and the BTU output will be included with all bids.

The bidder will also supply with the bid, the following items:

- A. An itemized list of foreign produced parts or components used in the manufacturing of the vehicle.
- B. The estimated cost for each item.
- C. The estimated total percent of foreign components used in manufacturing of the vehicle.

12. **To be furnished with each vehicle at time of delivery**

- A. An operator's manual for the basic chassis and other systems.
- B. A parts book and maintenance manual for add on equipment used in modification.

13. Color

Exterior - To be standard color design (6" wide painted or vinyl stripe) at the time purchase orders are issued. (At least five different color choices). No vehicle is to be painted school bus yellow.

Interior - The interior trim, upholstery, seat belts, visors, and etc., will be color keyed to exterior color.

14. Advertisements- Decals and all other forms of dealer advertisements will not be allowed.

15. Exceptions to specifications must be clearly noted and included with your bid for consideration.

16. All hardware to attach folding seats to the floor shall be recessed to prevent tripping and stumbling.

17. Floor Plan Descriptions

FLOOR PLAN MM – this plan will provide ambulatory seating for 12 ambulatory passengers, including front passenger seat.

FLOOR PLAN OO – this floor plan will provide one wheelchair position and seating for nine (9) ambulatory. There will be a fold-a-way seat located in the wheelchair position to be used if there is no mobility aid. Lift and lift door will be located curbside at the rear of the vehicle. Note location of entrance door.

FLOOR PLAN PP – this floor plan will provide two wheelchair positions with four 2-passenger fold-a-way seats located along the driver’s side. The passenger side will have two one-passenger seats and a wheelchair lift door. Total capacity with 2 wheelchairs is 5 ambulatory, for a total of 7 passengers. Total capacity with no wheelchairs is 11. This floor plan may only accommodate 3 ambulatory and 2 wheelchairs if the wheelchairs are of a larger size. Note location of entrance door.

FLOOR PLAN RR – this floor plan will provide one wheelchair position and seating for nine (9) ambulatory. There will be a fold-a-way seat located in the wheelchair position to be used if there is no mobility aid. Lift and lift door will be located curbside at the rear of the vehicle. Note – No “co-pilot” seat by driver.

FLOOR PLAN SS – this floor plan will provide two wheelchair positions with four 2-passenger fold-a-way seats located along the driver’s side. The curbside will have three one-passenger seats and a wheelchair lift door. Total capacity with 2 wheelchairs is 5 ambulatory, for a total of 7 passengers. Total capacity with no wheelchairs is 11. This floor plan may only accommodate 3 ambulatory and 2 wheelchairs if the wheelchairs are of a larger size. Note – No “co-pilot” seat by driver.

If there is a conflict between the written specifications and the floor plan diagram, the written narrative controls.

18. Bidder will supply a vehicle that meets all Federal Motor Carrier safety Regulations.
19. Include as option on all floor plans. Safety Vision SV 5000, Backing Vision BV 1350, (or approved equal) backing vision system.
20. Include as an option on all floor plans. An overhead storage shelf (with netting) that is located above all ambulatory seating on the driver’s side. Street side is first choice, curbside is second choice only if it interferes with securement area.

21. Vehicle will be warranted against any paint rust-through for 3 years from date of delivery to end user.
22. Vehicle will be checked for proper front-end alignment before delivery, and proof will be provided
23. Undercoating – vehicle will have complete undercoating.

**NOTE:**

1. All folding or fold-a-way seats will be two passengers.

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