NOTICE TO BIDDERS

The Bensalem Township School District is seeking bids on:

**DIESEL POWERED CONVENTIONAL STYLE SCHOOL BUS - 48 PASSENGER SIZED W/C ACCESSIBLE**

Specifications, conditions and information governing the submission of bids may be obtained at the office of the Business Manager, John Steffy, 3000 Donallen Drive, Bensalem, PA 19020-1898.

Bids (in duplicate) are due no later than 9:30 AM Wednesday August 22, 2018 and will be publically read at the above location.

BTSD reserves the right to reject any or all proposals and to waive any informality in any proposal.

This bid does require a bid bond or certified check payable to Bensalem Township School District in the amount of 10% of the total bid price.

Delivery must be guaranteed for September 5th 2018.

Dana Cochran
Purchasing Secretary

BID NO.: 18-001
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GENERAL CONDITIONS

1. BIDS WILL NOT BE CONSIDERED UNLESS SUBMITTED ON THE SCHOOL DISTRICT FORMS.

2. BIDS MUST BE TYPEWRITTEN OR WRITTEN WITH INK AND MUST BE SIGNED BY THE BIDDER ON THE ENCLOSED FORM.

3. BIDS SHALL BE DELIVERED IN SEALED ENVELOPES, MARKED BID 18-001 SCHOOL BUS BID, TO: DOROTHY D. CALL ADMINISTRATIVE CENTER, 3000 DONALLEN DRIVE, BENSalem, PA 19020-1898.

4. SEE THE ATTACHED ANNOUNCEMENT FOR THE TIME AND PLACE OF THE BID OPENING.

5. BIDDER SHALL SUBMIT A BID BOND OR CASHIERS CHECK FOR THE AMOUNT OF 10% OF THE TOTAL BID SUBMISSION.

6. BIDS SHALL REMAIN FIRM FOR THIRTY-DAYS (30) FROM DATE OF BID OPENING AND CANNOT BE WITHDRAWN DURING THIS PERIOD.

7. BIDS MUST SHOW BOTH UNIT PRICES AND EXTENDED PRICES, BUT WHERE THE FIGURES ARE IRRECONCILABLE, AWARDS SHALL BE MADE BASED ON THE UNIT PRICE. *BID PRICES SHALL INCLUDE ALL DELIVERY COSTS, BUT NO STATE OR FEDERAL SALES TAX.

8. THE BOARD OF SCHOOL DIRECTORS RESERVES THE RIGHT TO ACCEPT OR REJECT ALL OR ANY PORTION OF ANY BIDS SUBMITTED AND TO MAKE AWARDS THAT WILL SERVE THE BEST INTEREST OF THE BENSALEm TOWNSHIP SCHOOL DISTRICT. THE BOARD OF SCHOOL DIRECTORS RESERVES THE RIGHT TO WAIVE VARIANCES IN PRODUCTS FROM THE SPECIFICATIONS IF, IN THE BOARD'S JUDGMENT, THE OVERALL TOTAL QUALITY OF THE PRODUCT IS NOT ALTERED.

9. THE BIDDER AGREES, IF AWARDED THE CONTRACT, TO FURNISH AND DELIVER THE ITEMS HEREIN ENUMERATED AT SUCH TIMES AND PLACES AS THE SCHOOL DISTRICT MAY DIRECT.

10. THE BIDDER AGREES THAT ALL THE ITEMS HEREIN ENUMERATED SHALL BE SUBJECT TO INSPECTION AND TESTING BY EMPLOYEES OF THE SCHOOL DISTRICT.
11. THE BIDDER AGREES THAT, IF AWARDED THE CONTRACT FOR THE ITEMS HEREIN SPECIFIED, HE WILL NOT ASSIGN, TRANSFER OR SUBLET THE CONTRACT OR PURCHASE ORDER.

12. WHEREVER THE SPECIFICATIONS INDICATE A PRODUCT OF A PARTICULAR MANUFACTURER, NAME OR BRAND, SUCH NAMES ARE FOR THE PURPOSE OF CLARIFICATION AND IDENTIFICATION, AND DO NOT SIGNIFY A PRECLUSION OF OTHER MANUFACTURERS' PRODUCTS. IT SHALL BE UNDERSTOOD THAT ALL ARTICLES OR PRODUCTS SHALL BE SIMILAR IN DESIGN AND FUNCTION TO THOSE SPECIFIED, AND SHALL, REGARDLESS OF ANY TRADE OR MANUFACTURER'S NAME, MEET THE SPECIFICATIONS ESTABLISHED BY THE SCHOOL. IF THE BIDDER IS BIDDING ON OTHER THAN ITEMS SPECIFIED, HE SHALL SO NOTE ON THE BID OR THE BIDDER SHALL BE INTERPRETED AS BIDDING ON THE EXACT BRAND AND MODEL SPECIFIED.

13. ALL ITEMS BID ON (WHERE APPLICABLE) SHALL BE NOTED AS TO WHETHER THEY ARE NON-TOXIC OR CONTAIN TOXIC MATERIALS.


15. BIDDING MUST BE DONE IN FULL COMPLIANCE WITH APPLICABLE LAWS OF THE COMMONWEALTH OF PENNSYLVANIA.

16. THE BIDDER AGREES, IF AWARDED THE CONTRACT, TO FURNISH AND DELIVER ALL OF THE SAID ARTICLES WITHIN FIFTEEN (15) DAYS FROM THE DATE OF PURCHASE ORDER, UNLESS OTHERWISE NOTED, TO THE PLACE OR PLACES THEREIN SPECIFIED, AND IN SUCH QUANTITIES AS SPECIFIED IN THE PURCHASE ORDER OR ORDERS, AND THAT ALL OF THE SAID ARTICLES SHALL BE SUBJECT TO THE INSPECTION AND APPROVAL OF THE SAID BOARD.

17. THE BOARD IS AUTHORIZED AND EMPOWERED TO PURCHASE ARTICLES IN CONFORMITY WITH THIS CONTRACT FROM SUCH PARTY OR PARTIES, IN SUCH QUANTITIES AND IN SUCH MANNER AS IT SHALL SELECT, AT THE EXPENSE OF THE SUCCESSFUL BIDDER IN THE EVENT THAT THE SUCCESSFUL BIDDER SHALL NEGLECT OR REFUSE TO FURNISH AND DELIVER THE SAID ARTICLES OR ANY PART THEREOF AS PROVIDED IN THESE SPECIFICATIONS, OR TO REPLACE ANY WHICH ARE REJECTED AS STATED IN THE PRECEDING PARAGRAPH.
18. ALL SHIPMENTS WILL BE RECEIVED BETWEEN THE HOURS OF 8:00 AM AND 3:00 PM MONDAY THROUGH FRIDAY, HOLIDAYS EXCLUDED. THE SCHOOL DISTRICT WILL NOT BE RESPONSIBLE FOR ANY SHIPMENTS LEFT OUTSIDE THE BUILDING.

19. AN INVOICE SHOWING OUR PURCHASE ORDER NUMBER SHALL BE FORWARDED TO THE BENSEALEM TOWNSHIP SCHOOL DISTRICT, DOROTHY D. CALL ADMINISTRATIVE CENTER, ACCOUNTS PAYABLE, 3000 DONALLEN DRIVE, BENSEALEM, PA 19020-1898.

20. IT IS THE SUPPLIERS RESPONSIBILITY TO CHECK THE BENSEALEM TOWNSHIP SCHOOL DISTRICT’S WEBSITE FOR ADDENDUMS TO THIS BID REQUEST.

21. BTSD RESERVES THE RIGHT TO REJECT ANY OR ALL PROPOSALS AND TO WAIVE ANY FORMALITY IN ANY PROPOSAL.
ANTI-DISCRIMINATION CLAUSE

(Section 755, Pennsylvania School Code)

In accordance with the provisions of the Pennsylvania School Code, the contractor agrees:

1. That in hiring of employees for the performance of work under this contract, or any sub-contract hereunder, no contractor, sub-contractor, nor any person acting on behalf of such contractor or sub-contractor, shall, by reason or race, creed or color, discriminate against any citizen of the Commonwealth of Pennsylvania who is qualified and available to perform the work to which the employment relates;

2. That no contractor, sub-contractor, nor any person on his behalf, shall in any manner discriminate against or intimidate an employee hired for the performance of work under this contract because of race, creed or color;

3. That there may be deducted from the amount payable to the contractor under this contract, a penalty of five dollars ($5) for each person for each calendar day during which such person was discriminated against or intimidated, in violation of the provisions of the contract.

4. That this contract may be cancelled or terminated by the School District and all money due or to become due hereunder may be forfeited, for a second or any subsequent violation of the terms or conditions of this portion of the contract.
INSTRUCTIONS FOR NON-COLLABUSION AFFIDAVIT

1. This Non-Collusion Affidavit is material to any contract awarded pursuant to this bid. According to the Pennsylvania Antibid-Rigging Act, 73 P.S. §§ 1611 et seq., governmental agencies may require Non-Collusion Affidavits to be submitted together with bids.

2. This Non-Collusion Affidavit must be executed by the member, officer or employee of the bidder who makes the final decision on prices and the amount quoted in the bid.

3. Bid rigging and other efforts to restrain competition, and the making of false sworn statements in connection with the submission of bids are unlawful and may be subject to criminal prosecution. The person who signs the Affidavit should examine it carefully before signing and assure himself or herself that each statement is true and accurate, making diligent inquiry, as necessary, of all other persons employed by or associated with the bidder with responsibilities for the preparation, approval or submission of the bid.

4. In the case of a bid submitted by a joint venture, each party to the venture must be identified in the bid documents, and an Affidavit must be submitted separately on behalf of each party.

5. The term "complementary bid" as used in the Affidavit has the meaning commonly associated with that term in the bidding process, and includes the knowing submission of bids higher than the bid of another firm, any intentionally high or noncompetitive bid, and any other form of bid submitted for the purpose of giving a false appearance of competition.

6. Failure to file an Affidavit in compliance with these instructions will result in disqualification of the bid.
NON-COLLUSION AFFIDAVIT

State of: ________________________  Bid No. ____________________________:

County of ______________________:

I state that I am __________________________ of __________________________, [Title] __________ [Name of my firm] moreover, that I am authorized to make this affidavit on behalf of my firm, and its owners, directors, and officers. I am the person responsible in my firm for the price(s) and the amount of this bid. I state that:

1. The price(s) and amount of this bid have been arrived at independently and without consultation, communication or agreement with any other contractor, bidder or potential bidder.

2. Neither the price(s) nor the amount of this bid, nor the approximate price(s) nor approximate amount of this bid, have been disclosed to any other firm or person who is a bidder or potential bidder, and they will not be disclosed before bid opening.

3. No attempt has been made or will be made to induce any firm or person to refrain from bidding on this contract, or to submit a bid higher than this bid, or to submit any intentionally high or noncompetitive bid or other form of complementary bid.

4. The bid of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive bid.

5. __________________________ , its affiliates, subsidiaries, [Name of my firm] officers, directors and employees are not currently under investigation by any governmental agency and have not in the last four years been convicted or found liable for any act prohibited by State or Federal law in any jurisdiction, involving conspiracy or collusion with respect to bidding on any public contract, except as follows:

I state that __________________________ understands and acknowledges [Name of my firm] that the above representations are material and important and will be relied on by the BENSEALEM TOWNSHIP SCHOOL DISTRICT when awarding the contract(s) for which this bid is submitted. I understand and my firm understands that any misstatement in this affidavit is and shall be treated as fraudulent concealment from the BENSEALEM TOWNSHIP SCHOOL DISTRICT of the true facts relating to the submission of bids for this contract.

[Name – Printed and Signed]

SWORN TO AND SUBSCRIBED

BEFORE ME THIS _______ DAY

OF ______________________ 20_____ __________

Notary Public  My Commission Expires
IMPORTANT NOTICE

THIS BID REFLECTS THE NEEDS OF THE ENTIRE SCHOOL DISTRICT.

ALL BID PRICES SHALL INCLUDE DELIVERY COSTS TO THE TRANSPORTATION CENTER, 1440 BYBERRY ROAD, BENSalem, PA 19020

ACCEPTABLE MILEAGE:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MILEAGE</th>
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<tbody>
<tr>
<td>2014</td>
<td>50,000 OR LESS</td>
</tr>
<tr>
<td>2015</td>
<td>40,000 OR LESS</td>
</tr>
<tr>
<td>2016</td>
<td>30,000 OR LESS</td>
</tr>
<tr>
<td>2017</td>
<td>20,000 OR LESS</td>
</tr>
<tr>
<td>2018-2019</td>
<td>10,000 OR LESS</td>
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NOTICE: **
Non-compliance will constitute this School Districts right to view your unit pricing as matching our unit of issue. We reserve the right to reject whole bids where specification compliance has been not followed.
**SPECIFICATIONS**  
**Diesel Powered Conventional Style School Bus – 48 Passenger Sized W/C Accessible**

Chassis and body to be a new model as described in these specifications. Minimum specifications are listed below and each bidder must state to the right of the listed specifications the compliance details that pertain to the unit bid indicating size, quality, range and information as necessary to determine unit quality. Bidder’s specifications must meet or exceed minimum specifications and must be listed in detail to be considered a qualified bid. All chassis and body specifications shall meet or exceed those specifications as set forth by the State and Federal Minimum Specifications for School Buses.

These specifications must be filled out and returned with bid to be considered. Marking YES means you meet specifications exactly. Marking NO means you must explain difference. Failure to do so will result in bid being disqualified. Any marking on bid document other than in the YES, NO or Explanation of difference will result in the bid being disqualified.

**CHASSIS SPECIFICATIONS**

<table>
<thead>
<tr>
<th>CHASSIS FRAME</th>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td><strong>Chassis</strong>: Used 2014 to 2019</td>
<td>☐</td>
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<tr>
<td><strong>Mileage</strong>: From 10,000 to 50,000 miles Please list.</td>
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<tr>
<td><strong>Wheelbase</strong>: 217” Axle to Axle</td>
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<tr>
<td><strong>Height of vehicle</strong>: Not to exceed 11’0”</td>
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<td>☐</td>
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<tr>
<td><strong>Frame Rails</strong>: High Strength Low Alloy Steel with 50,000 PSI</td>
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<tr>
<td><strong>Bumper, Front</strong>: Full width aerodynamic, ¼” minimum thickness, heavy-duty steel</td>
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</tr>
<tr>
<td><strong>Frame Members, Attachment &amp; Supports</strong>: For serviceability and ease of repair, all frame members, attachments and supports shall be attached using threaded Grade 8 fasteners. Use of huck style fasteners is not acceptable. No exceptions.</td>
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<tr>
<td><strong>Chassis Frame Rails &amp; Attachments</strong>: Painted gloss black finish for maximum rust and corrosive protection after assembly.</td>
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<td>☐</td>
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<tr>
<td><strong>Front Tow Hooks (2)</strong></td>
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AXLES & SUSPENSIONS

Axle, Front:  American made, Non-Driving, I-beam type with 10,000 lb. Capacity.

Suspension, Front:  For a softer ride that improves driver and passenger comfort and lowers maintenance cost, suspension to be parabolic taper leaf design with 10,000 lb capacity and shock absorbers.

Axle, Rear:  Meritor single reduction, 19,800 lb capacity. Shall include a magnetic drain plug.

Suspension, Rear:  For a softer ride that improves driver and passenger comfort and lowers maintenance cost, suspension to be rear air-ride IROS design with 21,000 lb. capacity. Ride height is to be 9.25”.

BRAKES, STEERING & EXHAUST

Brake System:  Full air brake system with AD-IP dryer automatic adjustment and four channel ABS feature with on-board diagnostic capabilities and audible alarm when air pressure drops below 60 psi. Diagnostic capabilities shall include ABS operation, brake wear imbalance and event recording.

Brakes, 16.5’x5” Front, 16.5”x7” Rear

Automatic Traction Control System:  For improved traction and reduced tire wear the bus shall be equipped with an automatic traction control system to prevent rear wheel spin.

Parking Brake:  For improved driver ease of operation, the bus shall be equipped with a parking brake that is activated by a dash-mounted switch.

Parking Brake Interlock:  The parking brake shall be equipped with an interlock that requires the key.
In the “ON” position with foot on the brake.  

**Steering Column:** To be automotive adjustable type.  

**Steering Wheel:** For improved driver ergonomics and control, the steering wheel shall be maximum of 18” in diameter.  

**Steering Wheel Controls:** For reduced driver hand movement and distractions both the power service door controls and the amber and red warning light controls shall be incorporated into the steering wheel to allow the driver to maintain forward eye contact while making either a passenger entry or egress stop.  

**Steering:** Power assist type with Ross TAS-66 gear box minimum.  

**Steering Shaft:** For longer life and lower maintenance cost the steering U-joints shall be serviceable with grease fittings.  

**Exhaust System:** Single, stainless steel long tail pipe. To extend life and reduce maintenance cost it shall be frame mounted with suspension hangers and clamps. Tail pipe exit through the rear bumper.  

**Heat Shield:** For increased heat deflection, a heat shield shall be located between fuel tank and muffler.  

**Electrical**  

**Electrical System:** 12 Volts, negative ground, for ease of maintenance all wiring shall be color coded and continuously numbered.  

**Wiring Protection:** For increased durability, all wiring shall be protected in a continuous loom and include grommets.
Chassis Electrical System Connectors: For improved serviceability and lower maintenance, all chassis connectors shall be moisture sealed and locking type. **USE OF BUTT OR CRIMPED STYLE CONNECTORS ANYWHERE IS NOT ACCEPTABLE.**

Alternator: 300 Amp minimum, 12 volt

Battery System: Three maintenance free batteries with a minimum rating of 1950 CCA’s, 12 volts

Battery Box: For serviceability, the box shall be mounted, vented and sealed from road contaminants.

Circuit Breakers: For reduced risk of thermal overload, all fuses in chassis main panel are to be replaced with manual reset SAE Type III with trip indicator breakers, except 5 amp fuses. SAE Type II Automatic – type resetting circuit breakers are not acceptable.

Low Voltage Protection Indicator: Bus shall be equipped with both visual and audible alarms notifying the driver of a low voltage occurrence.

Headlights: Halogen bulb with headlight warning Buzzer.

Daytime Running Lights: Headlight operation controlled by ignition switch. System to be capable of being deactivated by applying the parking brake except when the red warning lights are active.

Full Instrumentation: Voltmeter, oil and temperature gauges, speedometer, trip odometer, tachometer, fuel gauge, hour meter and air pressure gauge. Additionally, the instrument panel shall be illuminated and include text light indicators monitoring both the amber and red warning light activations, emergency exit door opening, low
coolant level and cruise control activation. If so equipped with a wheelchair lift, text shall indicate when the lift door is in the open position.

**ENGINE AND TRANSMISSION**

240HP @ 2400RPM, 560ft. lbs. torque @ 1600RPM (OR)

Maxxforce DT.230 hp/2400 rpm, 230 hp@2200 rpm, 600 ft.lb. torque @ 1300 rpm. Model year 2015

**Engine Emissions:** The bus engine shall meet all Federal regulations in effect at the time of engine Production.

**Engine Warranty:** 5 Years 100,000 mile, of all Major components & injectors. (OR) on used Vehicles list remaining warranty.

**Oil Change Light:** For improved maintenance performance the bus shall be equipped with an oil change light with customer programmable parameters including miles run, hours of operation or gallons of fuel consumed.

**Electronic Diagnostics System:** For improved maintenance performance, serviceability and reduced downtime, the bus shall be equipped with an on board dash LCD diagnostic display which can display fault codes for engine and chassis without any hand held or computer devices attached to vehicle.

**Air Cleaner:** Bus shall be equipped with pre cleaner integrated within the hood to remove moisture and large debris.

**Air Cleaner Filter:** To include an air restriction
gauge and for improved serviceability and reduced maintenance cost, the filter shall be removable without the use of mechanical tools.

Throttle and Cruise Control: Engine electronics to include electronic throttle and cruise control.

Engine Alarm System: Bus shall be equipped with both visual and audible alarms notifying the driver in the event of low oil pressure or high water temperature.


HOOD ASSEMBLY

Front End: Shall be easy tilting fiberglass hood.

Hood System: For reduced repair and maintenance cost the hood shall be constructed of a three-piece design with replaceable grill. Hood shall incorporate a pre-cleaning feature that filters out large particles prior to reaching the air filter.

Hood Wire Harness Assembly: For service-ability and lower maintenance cost, headlight and turn signal wiring harness shall have a quick disconnect connector at the bumper.

FUEL

Fuel Tank: 65 gallon tank, top draw; includes protective cage, with fuel filler assembly and vent hosing, center mounted between frame rails

Low Fuel Level Indicator: Bus shall be equipped with both visual and audible alarms notifying the driver in the event of low fuel level.

Fuel Filter: For ease of service, shall be top loaded with a replaceable element and fuel strainer.
COOLING SYSTEM

**Heavy duty cooling system** with viscous fan drive hub

Radiator Mounting: To prevent damage from road debris and extend service life, the radiator shall not extend below the line of the front bumper.

WHEELS AND TIRES

**Wheels**: 8.25” x 22.5”, hub piloted, 10 stud, steel wheels

**Tires**: Front and rear – 255.70R.225 low pro tires.

Body Specifications

2015 To 2019 model year

Capacity: 48 Passenger Body/Chassis Integration: The bus body and chassis shall be assembled in one complete process. To eliminate exposure to exterior elements the chassis shall be built at the same time as the body and the body immediately mounted onto the chassis. Chassis shipped from a separate assembly plant to the body plant are not acceptable.

INTERIOR DESIGN AND CONSTRUCTION

**Headroom**: Minimum 78” measured at the center of the aisle with 12” window sashes.

**Header Pads**: For increased protection during entrance and egress, both the front and rear doors shall included pads installed above the doors.

**Step well**: Three-step design. For increased durability, the step well shall be constructed of 14 gauge galvanized steel, e-coated and painted black for protection, welded and sealed to the main floor structure. Bolted-in
designs are not acceptable. **For ease of passenger access**, the step well shall remain its full width with no taper from the bottom step to the top step.

**Floor: Flat Floor**, with full tracks on both sides.

**Floor covering**: Gray Koroseal with ribbed center aisle with **stainless steel aisle trim**.

**Wheel House Covers**: For increased durability, the wheel-houses shall be covered with ABS composite material.

**Step Treads**: Koroseal pebble step covering with white safety edge.

**Interior Side Panels and Stepwell**: The interior side panels below the windows shall be constructed of aluminized steel.

**Fuel Tank Sender Inspection Plate**: For ease of service, an inspection plate shall be mounted over the fuel tank in the floor of the bus body.

**Assist Rails**: 1” diameter aft and fore of the entrance door stepwell, stainless steel.

**Insulation**: Minimum of 1 ½” located in roof, sides and end caps. (Mineral wool is not acceptable).

**Headliner**: For reduced interior noise levels, the interior headliner panels shall be perforated the full length of the bus body.

**Interior Paint**: Spring White Urethane

**Two-Way Radio Receptacle**: For ease of installation the dash shall include a receptacle area for the installation of a two-way radio if so required.

**Two-Way Radio Receptacle**: For ease of Installation shall be equipped with a
Kenwood mobile radio, NX740HVK, NXDN, VHF 50 watt, Analog/Digital, multi-channel & dual coded transmit & receive, 12.5 & 6.25kc Channel spacing, LED display, caller ID, 12 VDC Antenna, ¼ wave VHF, antenna mount, cable & Connector – installation of mobile radio by LICOM

AM/FM/CD Stereo, includes REI swivel Rubber antenna and cable, six speakers, with Public Address System

SEATS AND BARRIERS
Passenger Seats and Barriers: DOT approved, fully padded seats and barriers. Seat and barrier frames to have no less than 5 years warranty. All seats shall meet applicable FMVSS requirements and seat frames shall be capable for installation of Type 2 belts and Integrated Child Safety Restraint Systems. Conversion of seats shall not require the removal of the seat from the bus floor and will re-use the base frame of the standard seat.

Seating Layout: All seats to be fully tracked and removable over Omni Track for maximum flexibility of wheelchair and ambulatory passengers. Eight (8) seats left side, six (6) seats right side, total ambulatory capacity: 42 Wheel chairs to lock in same track as seats.

Upholstery: Heavy duty 52oz. Gray upholstery.

Seat foams: Shall be constructed of virgin foam and shall be warranted for a period of four years. Molded seat foam constructed from rebonded material is not acceptable.

All seats shall meet applicable FMVSS requirements (FMVSS 222, 302, & 210) and seat frames shall be capable for installation of Type 2 belts and integrated Child Safety Restraint Systems (FMVSS 209,210, 213, 222
Conversion of seat back to three point belt, ICS, or any combination, shall not require the removal of the seats from the bus floor and will re-use the base frame of the standard seat. All seats must have seat belts.

Driver’s Seat: For increased driver comfort, the seat shall be a six-way adjustable high back design with cloth insert, adjustable lumbar support and adjustable shoulder harness.

EXTERIOR CONSTRUCTION

Exterior Steel Galvanization: steel to be pre-treated with minimum G90 zinc coating for highest rust and corrosion protection.

Body Side Panels: For increased strength and durability, the side panels shall be constructed of 16-gauge steel with a smooth panel appearance and to be joined with hard rivets. Adhesive bonding will not be accepted.

Rear Door Hinges: For ease of service and longer life, the rear emergency door shall be constructed with internally mounted hinges that include grease fittings. External hinges that are exposed to the elements or road debris are not acceptable.

Rub Rails: (4) For conformity of appearance. All exterior rub rails shall be one-piece continuous in length down the entire side of the bus body with formed-in metal end cap.

Fuel Filter Door: For increased durability, include with metal latch with a pin style hinge.

Driver’s Area Floor: steel to be pre-treated with corrosion prevention substance for durability.

Drip Rails: Run the full length of the body and be an integral part of the structure by threading the roof bows, the drip rail and the roof stringers welded together to create a single structure for...
strength and stability.

Cowl Steps: Two, fold down

Exterior Paint: Electro-statically applied polyurethane paint. National School Bus Chrome except rub rails, flasher background and bumpers which will be black.

Undercoating: Two-stage process to include complete undercoating of the bus body prior to mounting the body on the chassis for complete body coverage. After body mounting a second undercoat shall be applied for maximum corrosion and rust protection.

WINDOWS AND WINDSHIELD

Fixed Glass Panels: For ease of repair and reduced downtime, all fixed glass in the bus shall be mounted in a roped-in design. This includes the windshield, front entrance door, driver’s window, rear emergency door windows and rear windows. The use of bonded glass that requires special adhesives, tooling and training to install and which must have additional time to set is not acceptable.

Windshield: For increased visibility, the windshield shall be constructed of three pieces of flat laminated glass, with tinted band and with no windshield center post.

Windshield Mounting: For ease of repair, reduced downtime and reduced cost of repair, the windshield shall be mounted in a roped-in design. Curved, bonded windshields that are more costly to replace and require special tooling, adhesives and curing time are not acceptable.

Passenger Side Windows: Laminated Tinted windows for increased passenger Safety, with anodized aluminum window frames and adjustable window stop. Plastic frames are not acceptable.
**Window Replacement Cost**: Bidder shall include with the bid an itemized detail of all requirements associated with the replacement of all fixed glass installed in the bus including windshield, entrance door, driver’s window, rear windows and rear door glass. Include the part number and replacement cost for all fixed glass installed in the bus. If fixed glass is installed in a method other than a roped-in installation, bidder shall also include the cost of all necessary tools required for the installation and list any bonding agents and curing time that might also be required. If additional training or certification for windshield installation is required, bidder must also state with bid.

**ENTRANCE DOOR**

**Entrance Door Width**: For increased access area the door shall have a minimum clear opening of 33” width, outward opening safety design. Entrance door shall be centered with the mid-point of the driver’s position.

**Entrance Door Service Design**: For reduced driver fatigue, the door control shall be air operated. For increased life, the servicing mechanism shall be mounted internal of the bus body. Designs that expose the door servicing mechanism to external elements upon opening and closing the door are not acceptable. The door frame shall be constructed of aluminum with pin style hinges for lower maintenance cost.

**Entrance Door Controls**: For reduced driver hand movements and distractions during an entrance or egress passenger stop, the entrance door controls shall be integrated into the steering wheel within easy reach of the driver without the need to remove either hand from the steering wheel and also redundantly located to the left of the steering wheel for secondary operation.

**EXITS**

**Roof Hatches**: Two (2) Transpec brand, triple value Low Profile hatches
Push-Out Windows: Vertical Hinge
One (1) on each side of bus.

HEATERS & DEFROSTERS

Front: Minimum 90,000 BTU Front heater/defroster system – no fuel fired heaters.

Stepwell Heater: 50,000 BTU stepwell heater, with booster pump.

Rear Heater: Left rear heater, 84,500 BTU mounted under seat.

Constant Torque Hose Clamps on heater hoses.

Defog fans above windshield, one (1) left of Driver, (1) right of center

Air Conditioning: Factory installed minimum of 120,000 BTU with front and rear flush mounted evaporators. To be Trans Air brand with full warranty support at bidder’s location

MIRRORS

Crossview Mirrors: Dual Mirror Lite High Definition Busboy Brand heated, motorized mirror with integrated head lamp visor and stainless steel brackets. For increased visibility both mirrors shall be viewable through the wiped pattern of the windshield wipers.

Rearview Mirrors: Rosco brand, stainless steel, open view, heated, motorized mirrors. For increased visibility, the right side mirror shall be viewable through the wiped pattern of the windshield wipers. The left side mirror shall be viewable through the driver’s window.

Interior Rearview Mirror: 10” x 30” Interior padded rearview Mirror with 6” x 30” visor.

LIGHTS
**Dome Lights**: two (2) full rows (not staggered) mounted in light bar above passenger windows, not in ceiling, for ease of service, last light each side on switch

**Driver’s Dome Light**: Mounted in wiring access panel left of driver. Separate switch located in switch panel.

**Strobe Light**, Ecco brand, rear mount

**Exterior Lights**: Back-up lights, stop lights, rear directional lights, cluster lights, side marker lights, side directional lights, front and rear marker lights, interior and exterior stepwell lights, to all be LED.

**Warning Lights**: 8 Lamp, non-sequential operation. For reduced driver hand movements and distractions during an entrance or egress passenger stop, the warning light controls shall be integrated into the steering wheel within easy reach of the driver without the need to remove either hand from the steering wheel and also redundantly located to the left of the steering wheel for secondary operation.

**Light Assemblies**: For ease of maintenance and reduced replacement cost, all exterior lights shall be individually mounted to the bus body. Assemblies which contain a combination of lights such as red and amber warning lights or rear stop/tail/back-up lights which require the replacement of the entire assembly should one portion be damaged are not acceptable.

**Switch Panel Lights and Rheostat** controlled by the headlight switch.

**Clearance and Marker Lights**: For reduced breakage, clearance lights are to be recessed into front and rear caps. Marker lights are to include armored shields.

**Exterior Light Check Feature**: In order to facilitate a pre-trip exterior light check, the bus shall be equipped with a dash mounted button that activates all exterior bus lights thereby
allowing the driver to perform an unassisted inspection of all exterior lights.

**BODY ELECTRICAL**

**Electrical Access Panel:** For ease of service, chassis and body circuits shall be accessible through an external electrical access panel with key lock.

**Body Disconnect Solenoid Switch**

**Body Wiring:** For ease of service and longer life, wiring to be color-coded continuously numbered and in loom.

**Circuit Breakers:** Manually resetting.

**Stop Arm:** Air operated, Specialty 2500, Painted lettering with lights, double sided.

**Crossing Arm:** Shall be air operated. For increased life, Specialty 6000 Series, solid state sealed and integrated into front bumper. Magnet to hold blade to bumper.

**SAFETY EQUIPMENT**

**Back Up Alarm**

**24 Unit First Aid Kit**

**5lb ABC Fire Extinguisher**

**Lettering and Numbers** as required 6” tall, 1 ¾” wide.

**Reflective Striping:** School bus sign front and rear, all emergency exits. 3M Flourescent Diamond Grade

**Reflectors:** As required by law.

**POST TRIP CHILD INSPECTION SYSTEM**

**Post Trip Child Inspection System:** The bus
shall be equipped with a No Student Left Behind system, or equivalent, that is activated by the driver activating the red warning lights and opening the entrance door while on route. The system shall be designed so as to require the driver to walk to the back of the passenger compartment upon completion of their route to disarm. If not disarmed, the headlights will flash and the horn will sound alerting personnel the bus was not checked to ensure all students have exited the bus. Bus is also to be equipped with a temporary disable switch for No Student Left Behind system allowing passengers to disembark before driver must walk the length of the bus to disarm.

WINDSHIELD WIPERS

Windshield Wiper System: Two cowl mounted, wet arm wipers working in overlapping opposing motion for maximum windshield wiper coverage shall be included: 5-Speed automotive type integrated into turn signal column. Additionally, for increased safety, full low beam headlights and taillights shall automatically activate upon windshield wiper activation.

Wiper Protection Feature: After a period of five minutes of the bus being operated at idle, the windshield wipers shall automatically reset to the slowest intermittent speed for longer life and decreased wear.

Wiper Bottle: Minimum of 6-quart capacity.

WHEELCHAIR LIFT & ACCESSORIES

Lift: To be Braun NCL1000, mounted behind rear axle on passenger’s side with exterior door handle and to include interlock that requires bus to be ON with parking brake engaged to use lift

Lift Lighting: To include both an interior and Exterior light to illuminate lift loading areas, to be LED to minimize need for replacement

Tie Downs: To include three (4) sets of Q-Straint QRT Max auto retractable tie down systems with storage bags
**Camera:** REI HD.5.2 camera system
With 2 cameras.
TRADE IN #1 2000 INTERNATIONAL
36 PASSENGER LIFT BUS. (L44)

~VIN# 1HVBEABMCYH346816
~ENGINE 444E
~MODEL 3400

TRADE IN AMMOUNT

TRADE IN #2 2001 CHEVY 3500 (M15)
US BUS 22 PASSENGER

~VIN# 1GBHG31F111199725
~ENGINE 6.5 L DIESEL

TRADE IN AMMOUNT

TRADE IN #3 2003 INTERNATIONAL (62)
72 PASSENGER

VIN# 4DRBRAAN93B956547
ENGINE DT 466E
MODEL 3800

TRADE IN AMMOUNT
BID SECURITY PAGE

BID BOND _____ / CERTIFIED CHECK _____ / CASHIER’S CHECK _____ is enclosed in the amount of $___________

DEALER ___________________________________________

ADDRESS __________________________________________

CITY ___________________ STATE _____ ZIP _________

TELEPHONE # __________________________

FAX # __________________________

E-MAIL __________________________

________________________________________ SIGNEDATURE

(must be signed for acceptance)

______________________________ NAME - PRINTED

______________________________ DATE

Company Seal or Notary Public

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