

ADA COMPLIANT LOWERED-FLOOR MINIVAN CONVERSION

3 ambulatory position and 2 MAU positions

The following specifications shall apply to the purchase of ADA compliant lowered-floor minivan conversion transit vehicles by Iowa Public Transit Providers that receive Federal Transit Administration (FTA) program assistance. Purchases of such vehicles are budgeted to be funded at 80-100% participation with federal assistance. The vehicles required must accommodate a minimum of 3 ambulatory passengers (2 adult + 1 child; operator is not considered a passenger) when 2 MAU (mobility aid user; e.g. wheelchair) positions are occupied. Vendors are requested to provide pricing for other floor plan and seating alternatives that, in some instances, would alter the passenger capacity of the standard vehicle configuration or floor plan specified.

Each vehicle must comply with all Federal requirements applicable to Americans with Disabilities Act of 1990 and applicable Iowa laws for passenger vehicles of this type.

Vehicles shall be of the latest model year in standard production and, of which, parts are stocked and warranty service is available from trained technicians at one or more points that are not more than 250 miles from the each prospective public transit agency's / buyer's administrative address.

Vehicles must comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) for this type of vehicle. A written certification that each vehicle to be supplied through this proposal will be in compliance with FMVSS must accompany each bid, as well as any additional pre-award bid certifications. Officials representing the Transit Vehicle Manufacturer (TVM) that a bidder is representing must certify to the TVM's compliance with required FTA provisions and listing of applicable FMVSS requirements.

ESTIMATED QUANTITY TO BE PURCHASED: 20-40

Unless otherwise specified, all items listed below as OEM parts or equipment means that those items shall be/were made by or purchased and installed by the chassis manufacturer, not the final stage manufacturer (2nd stage TVM).

- 1 ALTOONA BUS TESTING REPORT: The converted minivan must have been tested at the Altoona Bus Testing Center for a 4 yr /100,000 miles Minimum Useful Life under FTA requirements pursuant to the Surface Transportation and Uniform Relocation Assistance Act (STURAA). Testing must have been completed on a current make and model with the accessibility modifications offered in response to this solicitation. A copy of the test report shall be made available to the State upon request.
- 2 BODY LENGTH: Minivan shall not exceed 203 inches in length.
- 3 BODY MODIFICATIONS FOR ACCESSIBILITY:
 - A This minivan shall be made ADA compliant through modifications whereby the vehicle floor area is cut from the engine firewall to the rearmost passenger seat and lowered to meet minimum ADA door opening height requirement (56 inches). No modification to any portion of the vehicle roof is allowed in meeting the ADA door opening height requirement. A 30 inch usable clear width, manual, 90-degree swing-away, fold-up mobility aid ramp is to be mounted vertically and inboard of the curbside passenger sliding door, and two (2) mobility aid positions will be provided.

- B OEM minivan shall be modified to permit ramp accessibility compliant with ADA requirements through alterations to the existing sidewalls and floor in a manner that maintains OEM structural equivalence. All metal components that are added shall be welded by certified technicians and made corrosion resistant through a commercial primer application or the use of stainless steel material.
 - C Interior Height: Conversion shall provide a minimum clearance of 61 inches at the vehicle center of the interior roof.
- 4 CAPACITY: This minivan shall be capable of carrying in one trip at least three (3) ambulatory forward-facing seated passengers (2 adults + 1 child) and two (2) passengers seated in mobility aids, in addition to the driver. The vehicle is convertible through deployment of a fold-up two passenger seat to permit five (5) ambulatory adult passengers to be transported, plus the driver.
- 5 CHASSIS:
- A Chassis: The model shall be a current model year Dodge Grand Caravan SE or approved equal model.
 - B Wheelbase: 121 inch.
 - C GVWR: 6050 pounds. The vehicle, as converted, shall not exceed the OEM chassis GVWR and GAWR with six (6 x 150 lb) passengers.
 - D Chassis must be equipped with Load Leveling and Height Control (opt code SER).
 - E Engine: 3.3 L, V-6, FFV engine with electronic fuel injection, capable of operating on E85 fuel and any lesser mixture of gasoline and ethanol fuel.
 - F Heavy duty engine cooling package.
 - G Engine block heater.
 - H 160 ampere alternator, minimum 600 CCA battery.
 - I Transmission: 4-speed automatic, electronically controlled with overdrive
 - J Stereo: Stereo shall be OEM AM/FM/CD stereo with front and rear factory speakers.
 - K Brakes: The vehicle shall be equipped with 4-wheel disc brakes and a factory anti-lock brake system.
 - L Parking brake with dash warning light.
 - M Stability control system.
 - N Traction control system.
 - O Power steering, tilt steering wheel, cruise control.
 - P Daytime running lights.
 - Q Operable passenger area side windows and rear quarter vents.
 - R Keyless remote entry – 2 keys and 2 remotes.
 - S Power driver's seat.
- 6 ELECTRICAL MODIFICATION:
- A All harnesses that are modified or added to the vehicle must be properly secured and protected. All exposed terminals and wiring shall be protected from the elements using sealed terminals, di-electric grease, and/or heat shrink where necessary. Exposed wires will be wrapped or loomed in corrosion/moisture-resistant material.

- B 2-WAY RADIO PREWIRE AND ANTENNA GROUND PLANE: Minivan shall include provisions for an adequate 2-way radio antenna ground plane and wiring for future agency installation of a two way radio system. Circuits shall include one fused 20 amp positive lead; one fused 5 amp lead and one negative lead. Positive circuits shall have power only when the OEM ignition key is in the ON or ACCESSORY position. A standard 2-way radio antenna base shall be installed into the ground plane, Maxrad K166M – or similar model as specified by Transit Agency. The coaxial cable from the ground plane and power wires shall be ran and terminate with a typical 2-way radio antenna connector and blunt wire leads to the floor area beneath the center of the dash The coaxial cable and wiring leads shall extend at least 24 inches beyond the end of the conduit to permit the buyer's FM 2-way radio to be mounted in any location the buyer prefers.
- 7 EXHAUST: The exhaust system shall be OEM factory; any modifications must be approved by the OEM chassis manufacturer.
- 8 EXTERIOR MODIFICATIONS AND COLOR:
- A Paint: The base vehicle factory color shall be OEM standard white (Dodge Stone White) with choice of all other no-cost OEM factory colors available upon request.
- B Ground Effects: Exterior lower body panels shall be added to the vehicle on both the driver and passenger sides of the vehicle. Panels to be constructed of formed plastic and painted to match the exterior color of the vehicle.
- 9 FLOORING:
- A Sub Floor: The interior floor shall be insulated with 3/8 inch thickness marine grade plywood to provide a smooth surface for flooring attachment and to minimize interior noise. The flooring underlayment shall be laid without gaps or openings and edges sealed prior to being attached to the lowered metal floor.
- B Floor Covering Material: 2.2 mm thick commercial grade vinyl transit floor covering shall cover the entire floor surface. Seams shall be filled with color matching material so as to be tight against any influx or seepage of moisture. The floor covering shall be thoroughly cemented into position throughout the entire floor area. The flooring cement or adhesive shall be approved by flooring manufacturer. Flooring should possess anti-skid properties (Altro Transflor Meta, Chroma or equivalent).
- 10 FLOOR MODIFICATION AND ASSEMBLY:
- A Floor Modifications and Assembly: The lowered floor skin shall be constructed of 16 gauge aluminized steel. The frame rails shall be made of 14 gauge formed channels; the floor shall be reinforced with 16 gauge formed channel cross ribs or 1-1/2 inch tubular frame members. The floor shall be lowered from the front firewall to just before the rear axle. The width of the floor shall extend from side doorsill to side doorsill. Mobility aid restraint tracks and seat locks shall be beveled, with no sharp edges and will protrude no more than 1/4 inch above floor surface.
- B The FSM modification to the unibody shall be OEM approved and suitably reinforced to prevent undue body flexing throughout the vehicle life. A copy of this approval and details about the modifications entailed in the ADA conversion process shall be provided prior to award of contract and preferably with your bid.

- C At locations where the lowered floor is installed, it shall be properly braced and reinforced to assure the structural integrity of the vehicle remains intact. All welds shall be made in a workmanlike manner, properly fused of ample penetration, and shall, on all exposed surfaces where practicable, be smoothly finished. No spot welds shall be used in the lowered floor attachment area. The lowered floor and lowered floor frame attachment to the vehicle shall be made by welds only. No riveting or bolting of the lowered floor or any of the structural members to the vehicle shall be deemed adequate securement. Flat steel structures or angle iron are inadequate. All welds shall be cleaned and primed. All welds shall be relatively free of slag inclusions, undercut, roll, blowholes, unfilled craters, improper fit-up and porosity. Fillet weld sizes shall be at least equal to the thickness of the least of the joined plates.
- 11 FUEL TANK: Shall be OEM tank. If any modifications are required, they must be in compliance with all current FMVSS requirements.
- 12 GLASS:
- A The windshield shall be OEM deep tinted from the upper frame to nominally 6 inches down as measured from outside the vehicle.
- B All side and rear glass shall be OEM dark tinted. No after market film will be accepted.
- 13 HEATING AND AIR CONDITIONING – Front and Rear:
- A The OEM dual front and rear heating/defrosting and air conditioning system shall be provided. If any lines and hoses must be moved, relocated, and/or re-routed, they must be sufficiently fastened, protected, and insulated to ensure against wear from friction and damage by exposure to the elements. The lines must be mechanically attached, with OEM clamps, to the vehicle structure at no greater than 18 inch intervals and must be routed so as not to be exposed to wheel spray and not pass within 2 inches of any part of the exhaust system. Conversion shall not impede access to front and rear air conditioning components.
- B Any modifications or alterations to the system shall use components that meet or exceed OEM specifications and the standards of the International Mobile Air Conditioning Association (IMACA) standards for vehicles operating in Iowa 90 plus degree high humidity, summer conditions. Modifying the system by simply re-bending or re-configuring the existing OEM tubes and/or hoses is not acceptable. All refrigerant lines shall be corrosion resistant.
- C The rear window shall have the OEM electric defroster.
- 14 INTERIOR PANELS:
- A Panels: All interior panels shall be OEM or OEM equivalent. Panel fastening devices shall match the color of the panels. The interior shall provide a pleasant atmosphere, be aesthetically pleasing, and contain smooth finishes without any unprotected sharp edges. The basic vehicle interior shall be gray. All interior panels shall meet FMVSS 302.
- B A flame-retardant insulation material equivalent to that supplied by the OEM shall be used to provide sound absorption and a thermal barrier.
- 15 LIGHTING – INTERIOR AND EXTERIOR ACCESS RELATED: Overhead and lower lighting shall be installed in the interior center seat row of the vehicle that provides not less than two foot-candles of illumination at the entrance area. This system shall illuminate automatically when the vehicle front or sliding doors are open. All accessory vehicle lighting shall conform to ADA 49 CFR, Part 38, Subpart B.

- 16 MANUALS AS-BUILT: The conversion manufacturer shall provide one set of the as-built manuals and parts manuals per vehicle, as well as warranty information and wiring diagrams.
- 17 PASSENGER DOORS AND EMERGENCY EXIT:
- A The minivan shall have standard OEM driver and passenger front doors with rear side doors modified (extended to floor level) with the right side being the mobility aid ramp door.
 - B The left side sliding door shall be OEM extended to the lowered floor level. Modifications shall provide a minimum clear left side door opening height of 56 inches. This door must also be equipped with an interlock system so that the door cannot be opened from the inside or outside when fuel door is open.
 - C The right side sliding mobility aid user accessible entry door shall be OEM and extended from floor level up to provide a minimum entry height of 56 inches, measured perpendicular from the vehicle floor at any point along the lower edge of the door lintel gasket. Usable ramp width shall be a minimum of 30 inches, and floor-to-ground height shall be no more than 12 inches. If required, door extensions shall be constructed of aluminized steel or stainless steel.
 - D Both sliding doors shall have a mechanism to securely hold doors in open position when vehicle is parked on a hill.
 - E Passenger Door Tracks: Sliding doors must have reinforced glides with an added stop brace to prevent doors from sliding off track. Door tracks shall be reinforced or strengthened beyond OEM standards as needed in all areas of contact with sliding door arms.
 - F Sliding Passenger Door Arms/Brackets: Reinforcement of the sliding door components shall at a minimum be adequate to support the excess weight created by the door extensions. Under normal closure conditions, there should be no evidence of door track flexing or wobbling.
 - G Door Locks: Power with child-protection door locks for rear doors.
 - H Rear Door Emergency Exit: The rear cargo door shall be provided with a quick release, manual override for opening the door from inside the vehicle. Capable of opening the door even if the door is locked. The vehicles override device shall be spring loaded and mounted on the inside of the rear door to prevent accidental release. A decal shall be provided showing operating instructions.
- 18 RAMP AND RELATED ACCESS FEATURES:
- A The vehicle shall be equipped with a manually operated, 90-degree swing-away mobility access ramp which stows vertically and folds and unfolds through the right side door. The stowed ramp shall not obstruct the view of the driver through any vehicle window. The ramp shall have a minimum usable width of 30 inches and a slope meeting the requirements of ADA, 49 CFR. The ramp surface shall be continuous and made skid resistant through powder coating. It shall have no protrusions from the surface greater than 1/4 inch and shall accommodate both four-wheel and three-wheel mobility aids. The ramp shall have a rated capacity of 750 lbs, with a safety factor of at least three (3) based on the ultimate strength of the material. Each side of the ramp shall have protective barriers at least two (2) inches high to prevent mobility aids from rolling off of the ramp edge.
 - B Van floor lowered from firewall to base of OEM rear two passenger seat located above the rear axle.
 - C Path for MAU access must provide a clear minimum height of 56 inches and width of 30 inches at any point of access from the curb side of the vehicle, through the ramp access door, to and above two mobility aid user positions (MAUP), with the position behind the driver being not less than 48 inch length minimum, per ADA requirements.

- D Chassis and any required suspension modifications must permit ADA compliant ramp accessibility into and from the vehicle interior MAU positions. Compliance with ADA maximum slope requirements shall not require actuation of any suspension kneeling feature.
 - E Ramp to be folding, curb side mounted with a width minimum of 30 inches and hinged at rear of sliding passenger entry door to swing outward using manual actuation from a stowed vertical position parallel to the curbside, sliding passenger entry door. Ramp incline shall comply with ADA slope maximum with vehicle kneeling actuated and using a flat parking surface without a curb.
- 19 SAFETY RELATED ACCESSIBILITY AND RELATED REQUIREMENTS
- A Control Interlock: The ramp door shall be interlocked with the vehicle transmission to ensure the vehicle cannot be shifted out of park while the right side slide door is ajar.
 - B Line Protection: All metal, plastic, and rubber fluid lines beneath the vehicle that are altered or exposed as a result of floor modification shall be secure and reasonably protected from road damage. Any fuel and brake line modification/alteration must be of OEM equivalent material or workmanship. Straightening and rebending OEM brake or fuel lines is strictly prohibited.
 - C Back-up alarm: Vehicle must be equipped with an electrically operated back-up alarm which produces an intermittent audible signal when the vehicle's transmission is shifted to reverse.
 - D Rear Door Emergency Exit and Interior Hatch Release: The rear cargo door latch mechanism shall permit it to be opened manually with a quick release lever that overrides the vehicles power door locking mechanisms. This device shall be spring loaded and mounted on the inside of the rear door in a fashion that precludes accidental release. A decal that depicts and/or describes operating instructions shall be affixed in a location to assist with emergency use.
 - E DOT Emergency Package consisting at a minimum of a 5# Fire Ext., 10 Unit First Aid Kit, Triangle Flare Kit, and Body Fluid Clean-up Kit.
- 20 SEALANT, RUSTPROOFING, AND UNDERCOATING: All exposed floor seams shall be sealed with a industrial grade butyl sealant or equivalent which conforms to ASTM C920. The entire surface of exterior lowered floor shall have a rust inhibiting coating, such as an epoxy primer base, applied to cover all welded areas, and then a fresh application of undercoating over the entire surface. Undercoating shall comply with current Federal and State flammability standards.
- 21 SEATING FOR AMBULATORY PASSENGERS AND RESTRAINT FEATURES:
- A All seats and restraints in the vehicle as specified must comply with current FMVSS standards.
 - B Driver's seat: OEM standard power driver's seat mounted on FSM pedestal that is fully compliant with FMVSS.
 - C Removable front passenger seat: The front passenger's seat shall be made removable so a wheelchair passenger can occupy the front seat location. Seat shall be OEM, matching the driver's seat. The seat pedestal/base shall be designed or adapted by FSM to permit easy roll out for mobility aid user access/securement. The seat shall lock and unlock easily from the floor area.
 - D Mid Seat: A Freedman fold-up two (2) passenger seat shall be installed to provide positions for two ambulatory passengers when the mobility aid user position behind the driver is not occupied.

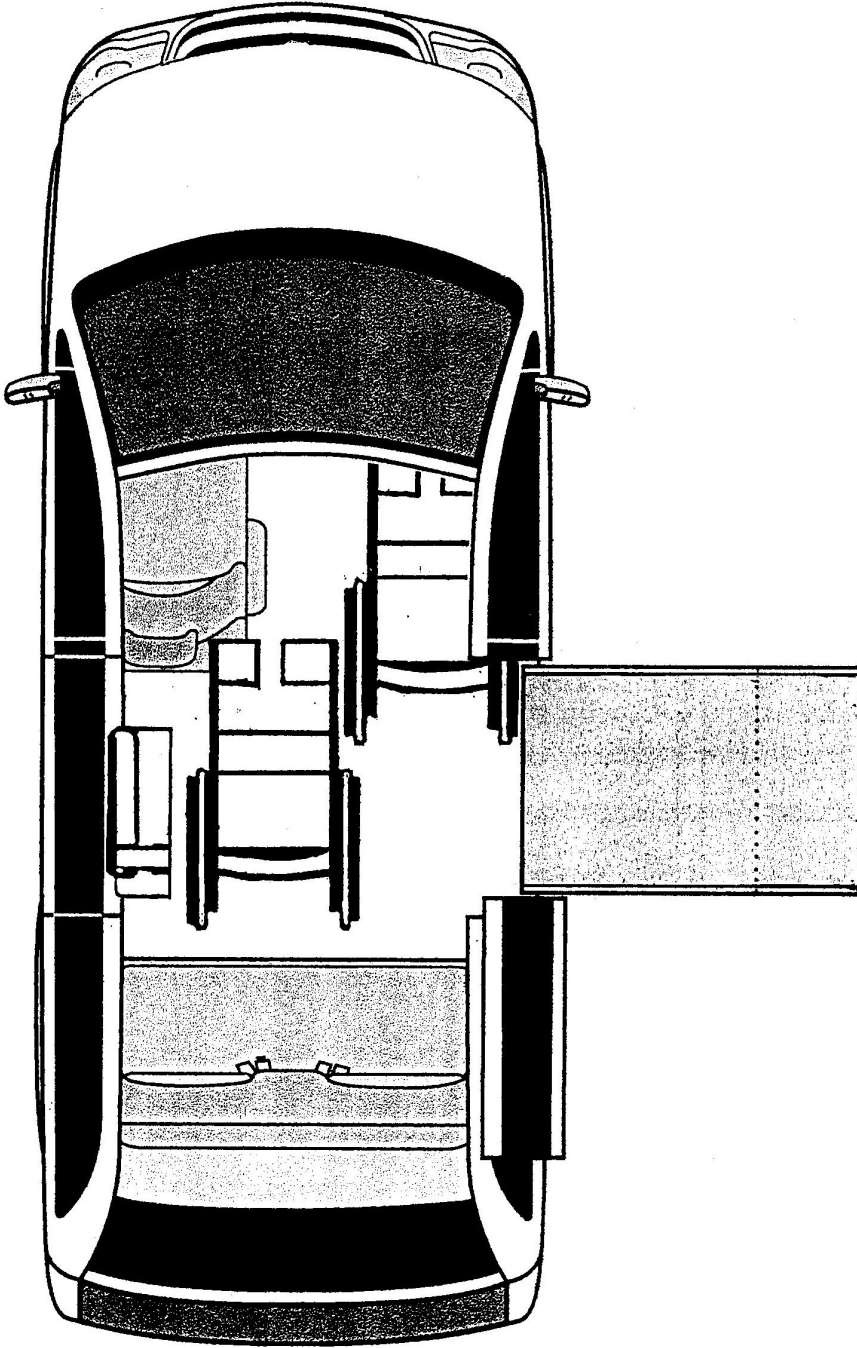
- E Rear Seat: The rearmost passenger seat shall be the OEM rear bench seat, capable of comfortably accommodating two adult passengers, and is to be covered with OEM upholstery to match the driver and front passenger seats. OEM seat base is to be lowered to permit seated passengers to have nearly the same (\pm 1-inch) knee to floor distance as with OEM standard body and seat. A footrest may be acceptable ILO modification of OEM rear seat, provided that footrest stows into a folded position, does not pose a hazard, and offers seated passengers the same knee to footrest height as the OEM vehicle knee to floor height.
- F Passenger Restraint: Restraints shall be furnished for all passengers, (i.e. five ambulatory passengers, one driver, and two mobility aid users) consisting of shoulder seatbelts and/or lap belts. Each belt or any restraint system shall be equipped with an automatic retractor. Securement devices, both for ambulatory and mobility aid passengers, shall meet all State and Federal Standards.
- G Grab Handles: Grab handles shall be installed, OEM are acceptable.
- 22 SECUREMENT AND RESTRAINT SYSTEMS FOR MOBILITY AID USERS (MAU):
- A Each vehicle shall be equipped with two (2) Q-Straint QRT MAX, Q-8300-AP-L model, forward facing mobility aid securement and occupant restraint systems. The system shall utilize flanged "L" continuous track, capable of securing a variety of common mobility aid designs and accommodate a wide range of occupant sizes.
- B All attachment hardware and anchorages shall meet or exceed the 30 mph/20 Impact Test criteria per SAE J2249, 36 CFR Part 1192 and CFR Part 38, and all applicable Federal Motor Vehicle Safety Standards, as amended.
- C Each securement position system shall consist of four (4) adjustable securement strap assemblies that attach to the structural frame of the mobility aid and the L-track on the vehicle floor. Each securement system shall have a corresponding occupant restraint system. The occupant restraint system shall consist of an adjustable lap and a shoulder belt and shall meet all applicable Federal Motor Vehicle Safety Standards.
- D Wheelchair Positions and Securement:
- 1 The vehicle shall have (2) forward facing wheelchair positions as indicated on the floor plan.
 - 2 A wheelchair securement system shall be provided to hold wheelchairs in each prescribed position.
 - 3 The securement system shall be Q-Straint QRT MAX 8300-AP-L model retractable system or an approved equal.
 - 4 Each securement system shall utilize recessed anchor points in the floor which provide 4 points of securement, 2 in front of the wheelchair and 2 behind the wheelchair. Option pricing shall be provided to substitute recessed anchor points -- as the means of securing passenger restraints of mobility aid users -- ILO of the specified system of recessed, flanged "L" track mounted to fit flush with the lowered floor. All attachment hardware and anchorages for mobility aid users and their devices shall meet or exceed the 30 mph/20 Impact test Criteria per SAE Standard J2249, and well as 36 CFR Part 1192 and CFR part 38.
- E No anchor points shall project more than 1/8 of an inch above the finished floor.
- F Each securement system shall be adjustable and be capable of accommodating a wide variety of commonly used wheelchair types.
- G Each securement and restraint system shall comply with all applicable state and federal regulations.
- H All wheelchair securement and restraints shall comply with the applicable regulations under the California Code of Regulations, Title 13, Section 129.

- 23 SUSPENSION AND STABILITY CONTROL:
- A Suspension and Stability Control: Vehicle will retain the complete OEM front strut suspension and components.
 - B Rear suspension must be capable for the payload identified. Spacers may be added to front and/or rear suspension to maintain ground clearance and ADA requirements.
 - C There must be a minimum of five (5) inches clearance between the break-over angle position of the vehicle exhaust pipe and level ground when loaded with 1100 lbs. maximum.
 - D Vehicle must be equipped with OEM Electronic Stability Control (ESC) that, if required, has been recalibrated as necessary based on rollover maneuver testing, to perform in conformity with FMVSS 135 Brake Testing subsequent to accessibility modifications performed on the model vehicle offered to meet these specifications.
- 24 WARRANTY:
- A A Bumper-to-Bumper Warranty shall apply to all vehicles and shall last for three years or 36,000 miles after delivery, whichever occurs first.
 - B Vehicles delivered by driving them (not to exceed 1,500 miles—see DELIVERY section) will have the warranty begin at the actual vehicle mileage at the time of final delivery at the purchasing agency’s location. Dealer is responsible for submitting chassis manufacturers Delayed Warranty Start application.
 - C A properly executed warranty MUST be delivered with each vehicle.
 - D On-Site Repair Calls:
 - 1 After the final acceptance of the delivered vehicle (which includes the thorough inspection and verification of equipment ordered and condition of the vehicle), and during the 3 year/36,000 miles after delivery bumper-to-bumper warranty period, the purchasing agency is allowed a maximum of two “on-site repair calls” as follows:
 - 2 If warranty work is required that cannot be repaired through normal efforts by a local dealer at the purchasing agency’s location, the purchasing agency will call the vendor, and the vendor must either:
 - 3 Send a service agent to the purchasing agency’s location to repair the vehicle on-site, or pick-up the vehicle on-site and take it to the vendor’s nearest service location, repair it and return it.
 - 4 Find another repair location that is qualified to properly complete the work, subcontract them to do the repair work, arrange pickup and having the repair completed, and then return the repaired vehicle to the purchasing agency’s location.
 - 5 Mileage incurred to transport via driving the vehicle to a distant repair facility (over 100 miles) shall be billable to the providing dealer at the Transit Authority’s prevailing operational cost per mile for a similar vehicle. Transport driving fuel is to be replenished.
 - B All warranty work shall be at no cost to the purchasing agency and should be conducted so as to minimize the vehicle’s out-of-transit service time. All services called out in the warranty shall apply without exception. An owner’s care book shall also be included with each vehicle. A copy of a detailed maintenance and inspection schedule supplied by the respective manufacturers of the vehicle and its subsystems (e.g. wheelchair ramp, etc.) shall be included with each vehicle.

- 25 WEIGHT ANALYSIS: A weight analysis shall be submitted with each bid. This shall include the base vehicle weight and the weight of each of the optional items. TVM factory weight analyses print out or enclosed form labeled "Weight Analysis" must be submitted with the other bid documents. Initial weight analysis of proposed bid vehicle must be included in order for the bid to be considered. A detailed and dimensioned floor plan of proposed bid vehicle shall also be submitted with each bid.
- 26 WHEELS AND TIRES:
- E The minivan shall be provided with 5 wheels/tires, 4 on vehicle plus spare. It is preferred the wheels be stamped steel with wheel covers. If alloy wheels are part of equipment package and cannot be deleted, they will be acceptable.
 - F All tires shall be radial and brand/size match.
 - G The full-size spare tire shall mount underneath the vehicle and be secured with an easily accessible carrier. Tire changing equipment, as provided by the OEM, shall include a jack of sufficient strength/capacity, and other tools necessary for changing the mounted tires, stored in OEM compartment.
- 27 DELIVERY:
- A The vehicle shall be delivered FOB to the destination shown on the purchase order, fully equipped in accordance with the specifications and proposal.
 - B All deliveries shall be made between the hours of 9:00 a.m. to 12:00 noon or 1:00 p.m. to 4:00 p.m., Monday through Friday, except for holidays.
 - C Prior notice of intent to deliver vehicles must be given, at least 5 days in advance, to the contact person designated by the transit agency on its Transit Equipment Purchase Contract or its Purchase Order during normal business hours.
 - D Failure to follow prescribed delivery procedures may result in at least a 2-week delay in payment by the transit agency.
 - E Certificate of Origin for the chassis (and modified minivan body from FSM if applicable) and invoice must be sent to the organization named on the purchase order before delivery is made or must be delivered with the vehicle. All documents must show the legal name of the purchasing agency.
 - F The vehicles are to be delivered having been properly serviced, including all lubricants (grease and oil) and fluids filled to the proper level. Properly serviced shall mean the doors shall have been checked and properly adjusted, fittings are all accounted for, and all other mechanical adjustments made, so that the vehicle is fit and able to be put into immediate service.
 - G Factory pre-delivery service, or any other delivery service, is acceptable only when equivalent to that offered by the dealer to his regular retail customers. After the vehicle has been serviced, the dealer may make delivery by driving or truck transport delivery (see below). Delivery by any method other than detailed below is not acceptable.
 - H Vehicles may be driven up to 1,500 miles (not to exceed 1,500 miles on the new vehicle's odometer) from the factory or dealership to the final delivery point at the purchasing agency's administrative headquarters or other address detailed in the transit equipment purchase contract (TEPC) issued.
 - I Any deliveries exceeding 1,500 miles must be transported to the final delivery point at the purchasing agency's location by truck (not driven). Deliveries over 1,500 miles by any other method are not acceptable. When making truck transport delivery the dealer or his authorized representative (which may be the truck transport delivery driver) must be present and able to sign receipts, supervise unloading, and deliver the vehicle (complete with warranty) to the address shown on the TEPC or purchase order.

- J The truck transport delivery driver or other authorized representative present at the time of delivery must be able to educate the purchasing agency on the vehicle's features and must be able to demonstrate the vehicle's subsystems and equipment.
 - K At time of delivery the fuel tank must be at least one-fourth (1/4) full as indicated on the fuel gauge. If dual fuel tanks are present, the vehicle must have at least one-fourth (1/4) tank in each tank.
 - L All vehicles shall be delivered with adequate radiator protection to at least -30 F degrees below zero.
- 28 SUPPORT BID DOCUMENTATION: The following materials MUST accompany each bid. The omission of any of these materials may result in rejection of the bid.
- A Seating plan - including the placement of removable and fold-up seats.
 - B Delineating maximum seating arrangements (to scale and labeled) and placement of grab points.
 - C Wheelchair placement and seating arrangements (to scale and labeled). Provide floor plan for both mobility aid user (e.g. wheelchair user) positions.
 - D Warranty for vehicle and its subsystems.
 - E Color chart.
 - F Signed copies of all documents and applicable pre-award certifications.
 - G Listing of all exceptions (and detailed reasons of exceptions) to bid specifications.
 - H Weight analysis per Specification 24.
- 29 SUPPORT DELIVERY DOCUMENTATION: The following materials MUST accompany each delivered vehicle. The omission of any of these materials may result in the vehicle not being accepted.
- A Warranty for vehicle and its subsystems.
 - B Owner's Manual.
 - C A copy of a detailed maintenance and inspection schedule for the vehicle and subsystems.
 - D List of warranty stations available in the State of Iowa and others that may be available to transit agencies that operate in Iowa counties that border other states.
 - E A label placed on the inside of the glove compartment or driver storage area of the vehicle giving a telephone number to call for technical assistance regarding the vehicle (ideally, the number should be toll-free).
 - F Written or video instructions on the use of the MAU restraint and MA securement systems.
 - G Written instructions on how to deploy and stow ramp that includes details regarding ramp interlock system.
 - H "As built" electrical manual.
 - I "As built" parts manual.
 - J Alignment Report.

30 BID ITEM A FLOOR PLAN



Floorplan A – Base Vehicle: Lowered floor, mid-mounted manually deployed ramp that is stowed fully inside the vehicle's left side door; capacity for four (4) forward facing positions for ambulatory passengers; capacity for two (2) mobility aid users, when the forward facing, 2-passenger fold up seat is stowed and one MAU is positioned in the co-pilot position to the left of the driver (i.e. reducing passenger capacity to two (2) ambulatory passenger positions).

Note: option pricing is requested for:

Option 1) deleting the fold up two passenger seat.

Option 2) providing a quick release ambulatory passenger co-pilot seat to increase AP capacity to five (5).

OPTIONAL EQUIPMENT and/or FEATURES

- 1 Vendor shall bid the deduct cost to delete the 2-passenger cantilever, fold-up seat for middle seat position (deletion reduces ambulatory capacity from five (5) to three (3) ambulatory adult passengers, plus driver).
- 2 Vendor shall bid the additional or deduct cost to substitute quick attach, 2-passenger fixed seat ILO the mid mounted, two (2) passenger, fold-up seat.
- 3 Vendor shall bid the deduct cost to delete one securement and restraint system for one (1) Mobility Aid User (MAU).
- 4 Vendor shall bid the additional cost to provide an additional wheelchair occupant restraint and mobility aid securement system.
- 5 Vendor shall bid deduct cost to substitute Q-Straint 8100 Deluxe system ILO Q-Straint MAX Q8300-AR-L securement system (MAUR & SS).
- 6 Vendor shall bid additional or deduct cost to substitute 4-point anchor system ILO L-track securement system.
- 7 Vendor shall bid additional or deduct cost to substitute Sur-Lok make ILO Q-Straint Q-8300-AR-L model MAU R&S system.
- 8 Vendor shall bid additional cost to substitute Space Age Synthetics 3/8 inch thickness or greater model 2611 underlayment ILO TVM's standard marine grade plywood.

SOLICITATION ACRONYMS:

ADA:	Americans with Disabilities Act
ADAG:	Americans with Disabilities Act Guidelines (promulgated by FTA and the Access Board)
AEM:	Auxiliary Equipment Manufacturer
AMBPASS:	Ambulatory passenger capable of being transported in a fixed, fold-up or flip-up seating position
APSD:	Ambulatory Passenger Service Door
BIL:	Bid Item Layout
BTU:	British Thermal Unit
DBE:	Disadvantaged Business Enterprise
EPA:	Economic Price Adjustment
FFV:	Flexible Fuel Vehicle – capable of using E85 fuel.
FMVSS:	Federal Motor Vehicle Safety Standards
FSM:	Final Stage Manufacturer
FTA:	Federal Transit Administration
FTA MUL:	Federal Transit Administration Minimum Useful Life
GAWR:	Gross Axle Weight Rating
GVWR:	Gross Vehicle Weight Rating
IFB:	Invitation for Bid includes all items of the Solicitation Package
ILO:	In Lieu Of (item noted before this acronym is substituted for the item noted thereafter)
LCW:	Loaded Curb Weight
LF:	Lowered Floor (refers to modifications to the minivan OEM floor to permit ADA access using a fold-away ramp for securing two (2) MAU's
MAU:	Mobility Aid User (Passenger)
MAUP:	Mobility Aid User Position denotes a clear unobstructed space for securing a person with a mobility aid and that person's mobility aid (30 inch width by 48 inch length by 56 inch height minimum, only one MAUP is required for vehicles less than 22 feet in length)
MMR:	Mid-Mounted Ramp, level change device with ADA mandated slope maximum and other dimensional minimums required by ADA that is mounted inside the rear, curb side, sliding door, hinged to fold out and permit both ambulatory passengers and mobility aid users to use the same door.
MUL:	Minimum Useful Life attributable to a vehicle by a Final Stage Manufacturer and confirmed by Altoona, PA Bus Testing and Report issued thereof.
OEM:	Original Equipment Manufacturer
PA:	Procurement Administrator
PTS:	Public Transit System
RAECC:	Request for Approved Equal, Exception or Clarification to bid instructions or item specification (a.k.a. Variance Request)
REED:	Rear Emergency Exit Door
SAE:	Society of Automotive Engineers
TVM:	Final Stage or Transit Vehicle Manufacturer
VDP:	Vehicle Description Package