



2014 DIAMOND VIP 2500 15P REAR LIFT COMPOSITE

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**820 Office Park Circle
Lewisville, TX 75057
972-221-4440 or 800-880-5620
Fax: 972-221-5440
Web Site: alliancebusgroup.com
E-Mail: jasonroy@alliancebusgroup.com**

SECTION I

OPTIONAL ITEMS

COST

| | | |
|-----|------------------------------------|--|
| 1. | CNG Conversion Ford Chassis | \$ <u>17,500.00</u> /ea. |
| 1. | CNG Bifuel Conversion Ford Chassis | \$ <u>Not Available</u> /ea. |
| 2. | Propane Dedicated Conversion | \$ <u>11,500.00</u> /ea. |
| 3. | Propane Dual Fuel Conversion | \$ <u>10,500.00</u> /ea. |
| 5. | Back-Up Monitor System | \$ <u>750.00</u> /ea. |
| 6. | Two-way radio (UHF) | \$ <u>750.00</u> /ea. |
| 7. | Two-way radio (VHF) | \$ <u>750.00</u> /ea. |
| 8. | Two-way radio (800 MHZ) | \$ <u>1050.00</u> /ea. |
| 9. | Driver's Shield | \$ <u>185.00</u> /ea. |
| 10. | Painted lower skirts | \$ <u>450.00</u> /ea. |
| 11. | Outside Passenger Door Switch | \$ <u>95.00</u> /ea. |
| 12. | Bus Camera System: | \$ <u>5200.00</u> /ea. |
| 13. | Fabric Insert on Ceiling | \$ <u>475.00</u> /ea. |
| 14. | Street Side Exhaust | \$ <u>215.00</u> /ea. |
| 15. | Integrated Child Seats | \$ <u>1385.00 Double/1000.00 Single</u> /ea. |
| 16. | Vinyl Seats (Price Deduction) | \$ <u>(760.00)</u> /ea. |
| 17. | Public Address System | \$ <u>350.00</u> /ea. |
| 18. | Passenger Signal System Pull Cord | \$ <u>400.00</u> /ea. |
| 19. | Passenger Stop request Signs | \$ <u>250.00</u> /ea. |
| 20. | Fare Collection Box | \$ <u>13,885.00 as spec'd</u> /ea. |

| | | |
|-----|---|--|
| 21. | Destination Signs | \$ <u>Amber \$5450/Color \$6960</u> /ea. |
| 22. | Bicycle Racks | \$ <u>1895.00</u> /ea. |
| 23. | Delete B pillar and copilot seat (Price Deduction) | \$ <u>(200.00)</u> /ea. |
| 24. | Delete Altro Chroma Flooring (Price Deduction) | \$ <u>(400.00)</u> /ea. |
| 25. | Delete Yellow Powder Coating on Handrails, Grab Rails and Stanchions. (Price Deduction) | \$ <u>(200.00)</u> /ea. |
| 1. | 100% Nida-Core [®] structure | \$ <u>875.00</u> /ea. |
| 27. | Composite floor | \$ <u>1250.00</u> /ea. |
| 28. | Side Door Slide Out Battery Box | \$ <u>850.00</u> /ea. |
| 29. | Diesel Engine: | \$ <u>12,825.00 GM</u> /ea. |
| 30. | Rear Spare Tire Holder: | \$ <u>150.00</u> /ea. |
| 31. | Adjustable Rear Suspension System: | \$ <u>995.00</u> /ea. |

A list of optional equipment and/or accessories shall be provided. The list must contain:

- Item
- Description and functionality detail
- Cost of item installed in final delivery of vehicle
- Any changes to listed specifications as outlined above to accommodate options

RFP EXCEPTIONS:

Supplier must list any exceptions here to be used as a part of the RFP evaluation and analysis. Please list the roman numerical on the standard specs or the number for the options when listing any RFP exceptions.



ADDITIONAL OPTION TO CONSIDER

Following this page is information on the ACT-735HD. This a 82,000 BTU AC System that exceeds the requirements of the Air Conditioning specifications.

This option can be chosen by Oklahoma Agencies at no additional cost to the base price.

Thank you for your consideration!



American Cooling Technology, Inc.

715 Willow Spring Lane
York, Pennsylvania 17406
717 767-2775
www.actusa.us.com

AIR CONDITIONING SPECIFICATION

MODEL ACT-732 HD (82,000 Btu/Hr)

This air conditioning system is an American Cooling Technology, Inc. (A.C.T.) model ACT-732 HD. The driver's area air conditioning system and the passenger area air conditioning system are completely independent of each other.

Compressors: Two (2) compressors. One (1) is the OEM supplied compressor driven off the vehicle engine which is specific to the OEM driver's area air conditioning system. The second compressor is for the passenger area air conditioning system. This compressor is driven off the vehicle engine and is nominal ten (10) cubic inch displacement.

Passenger Area Evaporator: One (1) A.C.T. Model EZ-7 passenger area evaporator rated up to 70,000 btu/hr. Evaporator has two (2) dual shaft blower assemblies. The motors are minimum three (3) speed continuous duty permanent magnet and utilize resistors to limit amperage requirements. Drain pan is part of the evaporator and not part of the evaporator cover. Return air filter is located at the coil and is easily accessible for maintenance without removal of the evaporator cover. The evaporator coil is copper tube (internally enhance) with aluminum fins. Evaporator assembly is galvanized steel for maximum structural integrity. The thermal expansion valve utilizes O-ring connections. Evaporator cover has no sharp edges and must be fire retardant in compliance with FMVSS 302 fire retardant specification standards. High Pressure and Low Pressure (switch) protection are part of the evaporator assembly to maximize compressor and entire system protection. Evaporator air outlet louvers are non-adjustable to increase airflow throughout the vehicle. Coil is completely enclosed inside the evaporator housing to increase coil protection. Motors are mounted on rubber bushings for added vibration isolation and ease of motor removal. Air flow is free blow.

Driver's area in-dash evaporator: The OEM supplied drivers in-dash evaporator is utilized.

Condenser: One (1) A.C.T. Model CS-32 skirt mounted condenser rated @ 70,000 btu/hr. Condenser has two (2) motors rated at 2460 CFM. The 12 inch diameter low profile condenser motors are water sealed. The condenser housing is constructed of heavy-duty aluminum. The coil is copper tube (internally enhanced) with aluminum fins. The motors pull air through the coil and distribute air away from the vehicle floor. The condenser is installed in such a manner to assure the entire coil face area is exposed to fresh air from the outside of the vehicle skirt (the skirt of the vehicle will not in any way interfere with direct airflow through the coil). The filter drier and sight glass is located on the condenser and all fitting connections on the condenser and filter drier are O-ring. Electrical connections are corrosion resistant.

Radiator mount condenser: The OEM supplied radiator mounted condenser located in front of the radiator is utilized.

This air conditioning system utilizes environmentally friendly R-134A. Refrigerant hoses are Aeroquip, model GH-134 or approved equal coupled with plated steel Aeroquip E-Z Clip fittings for maximum resistance to corrosion, refrigerant permeation, and moisture ingress. Refrigerant fittings and hose are SAE specification J2064 compliant.

A three (3) speed fan switch and a rotary thermostat control are included and are located in an easily accessible location at the driver's area. All wiring is color coded. The entire electrical system is protected with manual reset circuit breakers and relays.

The air conditioning system is supported by a two (2) year unlimited mileage limited warranty.

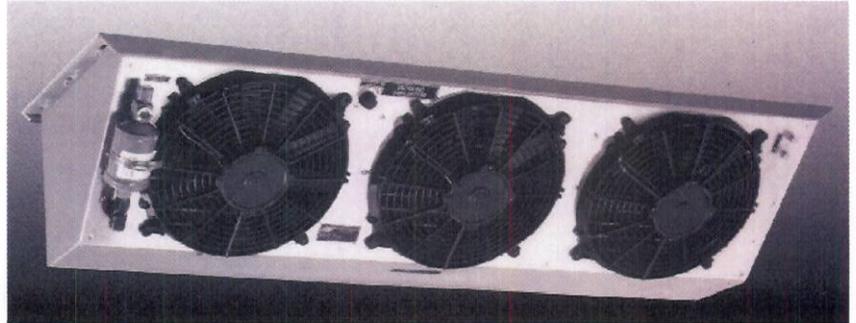
BUS AIR CONDITIONING

ACT BY PROAIR

CS-3 CONDENSER

THE A.C.T. **CS-3** CONDENSER IS DESIGNED FOR SKIRT MOUNT APPLICATIONS. WE HAVE MANUFACTURED THIS CONDENSER SPECIFICALLY FOR THE TRANSPORTATION INDUSTRY.

IT'S LOW PROFILE, LIGHT WEIGHT ALUMINUM STRUCTURE, ENHANCED AIRFLOW, PERFORMANCE, SERVICEABILITY, AND INSTALLATION EASE ARE THE RESULT OF MANY YEARS' EXPERIENCE IN THIS INDUSTRY.



ADVANCED FEATURES

- Highgrade, Lightweight, Rust Proof Aluminum
- Internally Enhanced Copper Tubing Increases System Performance
- Integral Sightglass/Filter Drier and 100% O-Ring Connections For Maximum Leak Protection
- Unequalled Heat Rejection....
 - Lower Cooling Temperatures
 - Lower Head Pressures
- 12 Inch Diameter Fan for Increased Airflow
- Sealed Motor Design
- Two Electrical Connections

OPTIONS

- Condenser or Skirt Mounted Air Inlet Grill
- 12 Volt or 24 Volt Motors
- Winter Protection Kit

**2 YEAR
LIMITED WARRANTY**

AMERICAN COOLING TECHNOLOGY, Inc.

www.actusa.us.com

715 Willow Springs Lane, York, PA 17406

Tel: 717.767.2775 ~ Fax: 717.767.3658

Toll Free: 877.228.4247

SPECIFICATIONS

RATING: Up to 82,000 Btu/Hr

AIRFLOW: 3690 cfm (4703 m3/hr)

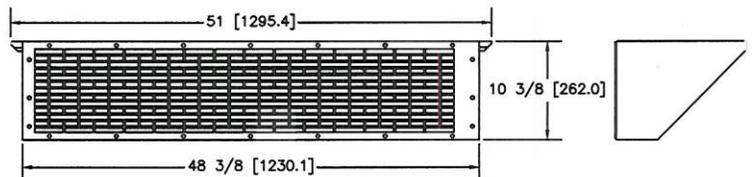
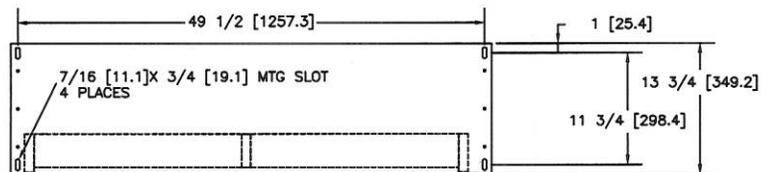
**AMPERAGE DRAW: 32 Amps @ 13.5 Volts
16 Amps @ 27 Volts**

CONDENSER FANS: 12 Inch Diameter, Sealed Motors

FILTER DRIER/SIGHTGLASS: 16 Cu. Inch Displacement w/ Moisture Indicator

WEIGHT: 54 lbs.

Specifications subject to change without notice.



ACT BY PROAIR

"SUCCESS THROUGH SIMPLICITY"

RELY ON OUR EXPERIENCE TO PROPERLY APPLY YOUR BUS AIR CONDITIONING SYSTEM

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www.actusa.us.com

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York, PA 17406

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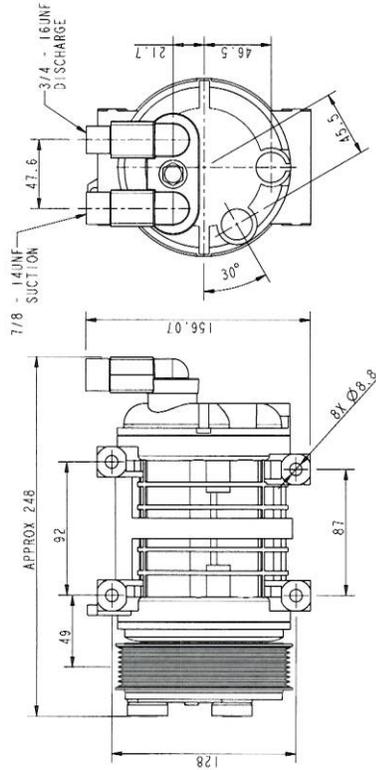
FAX: 717.767.3658

ACT
BY
proAIR

"SUCCESS THROUGH SIMPLICITY"



TM-16 COMPRESSOR



Displacement 10 cubic inches

Standard features

- Refrigerant : R-134A
- Clutch coil: 12 volt or 24 volt DC.
- Available with either Type A or Poly-V pulleys.
- Available in either Ear-mount or Direct mount configurations.
- Rotation: either Clockwise & Counterclockwise
- Permissible speed: 700-6000 rpm

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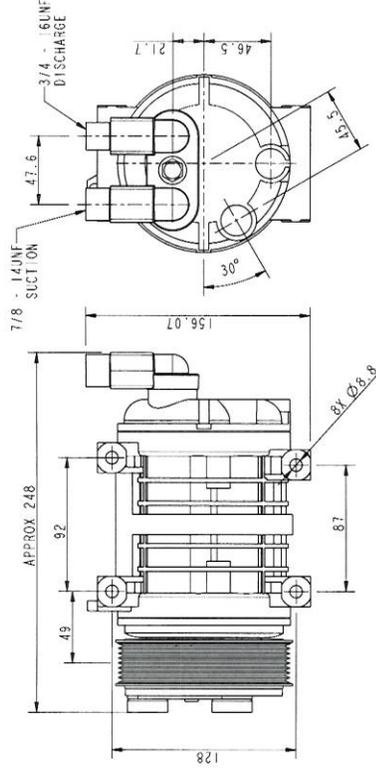
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ACT
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proAIR

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**SW797 SECTION K
15 Passenger Rear Lift Composite**

DIAMOND COACH CORPORATION VIP 2500
14 Ambulatory & 2 Wheelchair Passengers + Driver & Co-Pilot

STANDARD FEATURES

Ford E450 Super Duty, dual rear wheel, cutaway chassis w/ tilt & cruise
6.8 liter V10 gasoline engine, 225 amp alternator
176" wheelbase, 55 gallon fuel tank, 14,500 GVWR
4 speed automatic transmission
Driver's side air bag
Drink console w/ cupholders & storage
Steel belted radial tires w/ white steel wheels
Dual batteries
4 wheel disc brakes w/ ABS
In dash a/c, heat, & defrost w/ dedicated compressor
Tmbrin, suspension spring
Tinted T-slide passenger windows
Exterior DOT compliant clearance & marker lights
In-dash driver control panel w/ rocker switches

UPGRADES & OPTIONAL FEATURES

Co-pilot cab door
Intermotive fast idle w/ interlock
Skirt mounted slide out battery tray
Disconnect switch at driver (batteries)
Spare tire & wheel - ship loose
Jack, tire tool
Front end alignment
Hour meter
10' Diamond plate running board - Driver's & Co-Pilot sides
Exhaust routed to street side
Rear tow hooks
Romeo-rim rear bumper

BODY STRUCTURE

Standard - 3/4" plywood floor marine grade

DOORS

42" electric entry door
Electric key door lock
Left hand entry handrail
Right hand entry handrail - yellow
Padding, stanchions and guard rail - yellow
White step nosing
4 Step entry to floor

WINDOWS

Black out windows

CLIMATE CONTROL

AC-MCC 833 Max, 80,000 BTU a/c w/ dual compressors
Proair 465, 65,000 BTU rear heater

PASSENGER SEATS

Freedman Featherweight mid back double passenger seats

SEAT UPHOLSTERY

Level 5 fabric upholstery

SEAT ACCESSORIES

Padded grab handles, aisle side
Extra length seat belts
USR non-retractable seat belts

DRIVER & COPILOT SEAT

OEM Driver & Co-Pilot high back reclining driver's seat w/ lumbar & armrest
OEM Power driver dedestal (6 way tilt front and back)
Matching Level 5 fabric upholstery

STORAGE OPTIONS

Driver's storage compartment

SAFETY FEATURES & EQUIPMENT

Reverse alarm
Heated & remote controlled exterior mirrors with blinkers
Driver's passenger view mirror, 6" x 9" convex
First aid kit
Blood borne diese kit
5 lb. fire extinguisher & triangle reflector kit
Rear window fensel lens

INTERIOR FEATURES & FINISH

Altro Meta floorinG, 2.2 MM, Charcoal gray
Yellow standee line
Overhead handrail
Driver's side modesty panel
Entry door modesty panel

WHEELCHAIR ACCESSIBILITY FEATURES

Braun Millennium-2 wheelchair lift
Q-Straint QRT Max - L Track w/ height adjustable shoulder harness
Web cutters
Dual panel wheelchair lift doors - rear

ELECTRICAL - EXTERIOR

Armored clearance lights
Clearance LED light
Center side mount turn signals with gaurds
Aisle interior LED lights
Side directional lights with gaurds
Side directional lights LED with gaurds
Center mount brake LED light
7" LED amber flashing lights
Tail, brake and turn LED lights
2' red light indicator, rear door (above rear door)

FINANCING

Alliance Bus Group offers the best in financing programs for qualified buyers with the country's major equipment finance companies. Finance programs are designed to be flexible enough to meet almost any need, whether you wish to simply operate the bus for its term and turn it in at maturity or to pay it off over the term and own it outright. For information on a finance program tailored to meet your needs, ask your Alliance Bus Group representative.

WARRANTY

ALL WARRANTIES COVERING DEFECTIVE PARTS & WORKMANSHIP ARE PROVIDED BY MANUFACTURERS OF EACH OF THE MAJOR COMPONENTS THAT ARE PART OF A NEW BUS, AS FOLLOWS.

Major Components

Chassis: 3 years/36,000 miles; 5 years/100,000 miles on Powertrain

*Chassis & Engine warranty are provided by an authorized GM dealer

Bus Body Structure - 5 years/100,000 miles

Rear a/c components (compressor, evaporator, & condenser): 2 years/unlimited miles

Other: 12 months/12,000 miles (Including rear a/c installation)

Other Components

Wheelchair Lift: Braun - 5 years Parts, 3 years Labor

Wheelchair Securements: Q-Straint QRT - Deluxe - 2 years; Max - 3 years

FOR MORE INFORMATION ASK YOUR ALLIANCE BUS GROUP REPRESENTATIVE FOR FULL COPIES OF THE MANUFACTURER WARRANTIES

ALONG FOR THE WHOLE RIDE

ALLIANCE BUS GROUP

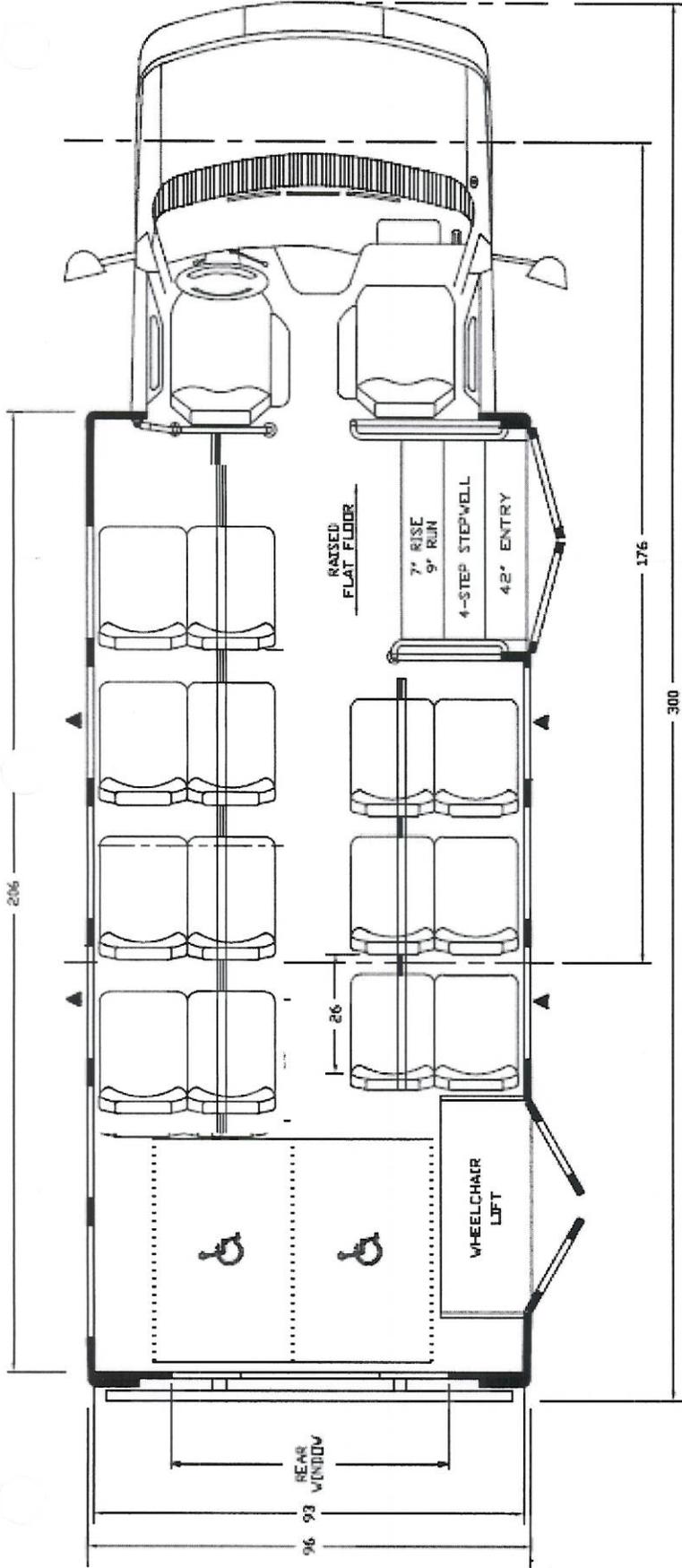
820 Office Park Circle

Lewisville, TX 75057

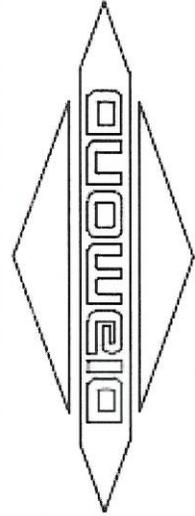
Direct Line: 972-316-6928

eFax: 201-636-8428

jasonroy@alliancebusgroup.com



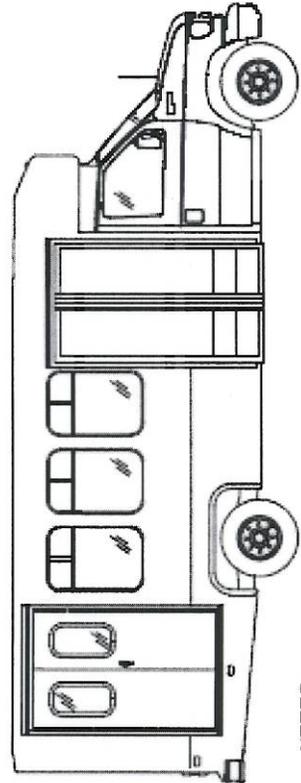
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COACH CORPORATION

P.O. BOX 489, 2300 WEST FOURTH STREET
 OSWEGO, KANSAS 67356 (620)-795-2191 FAX-4816

| | |
|----------|----------------------|
| TITLE | IBD 2500 FLOORPLAN |
| BASIS | FORD CUTAWAY CHASSIS |
| DRAWN BY | W. TUCKER |
| DATE | |
| NUMBER | 2500-IBD-F-0 |



NOTES:

1. ♿ = 36" x 48" WHEELCHAIR PLACEMENT.
2. WHEELCHAIR DOOR CLEAR OPENING IS 45" x 60".
3. FLOOR PLAN IS SUBJECT TO CHANGE PENDING WEIGHT & CG CALCULATIONS OF OPTIONS AND CHASSIS REQUESTED.
4. ▲ -EMERGENCY WINDOW



DIAMOND

Moving people safely, comfortably, and with style



^ **THE DIAMOND VIP 2500**, the flagship of the Diamond fleet, can be equipped with many of the "big bus" luxury options or customized to fit your needs.

< **THE DIAMOND VIP 2200** is a perfect combination of size and maneuverability. Some models do not require a CDL, making it an ideal choice for churches, assisted-living facilities, retirement centers and more!

Why choose a Diamond?

At Diamond we realize you have many options when choosing a bus. We want you to be confident in your choice of a Diamond Coach. For more than 50 years, Diamond Coach has been dedicated to moving people safely, comfortably and with style. Our award-winning vacuum process uni-body design means a strong, no-rust body that retains a "brand new look" with low maintenance costs. To further reduce rust, we added a fiberglass step well to our four-part body structure. Our anti-ride bumper and wheel wells are molded into the body for a sleek style. Combine that with the insulation properties of honeycomb/composite for a quiet ride that is cooler in the summer and warmer in the winter than any other bus body component. Diamond's 11 gauge steel-structured floor frame design leads the industry in strength and durability. Ultimately, when you purchase a Diamond Coach, you gain access to a customer service network known throughout the industry for achieving customer satisfaction — we don't just sell you a bus, we help you maintain your investment.

VIP 2200/2500 SERIES
AWARD WINNING VACUUM-CURED
COMPOSITE/HONEYCOMB CONSTRUCTION

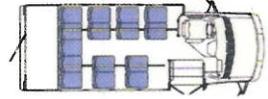
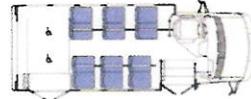
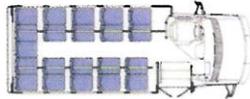




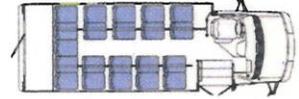
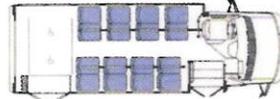
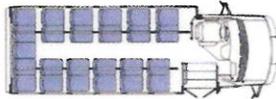
SERIES VIP 2200/2500

FLOOR PLANS SHOWN ARE REPRESENTATIVE OF CURRENT DIAMOND PRODUCTION WITH CERTAIN ENGINES, SEATS AND OTHER OPTIONS. SOME OPTIONS MAY NOT BE AVAILABLE ON ALL MODELS. CHANGES IN SPECIFICATIONS AND OPTIONS MAY TAKE PLACE WITHOUT NOTICE AND/OR OBLIGATIONS. VISIT OUR WEBSITE AT: WWW.DIAMONDcoach.COM AND CLICK ON PARTNER LINKS (SEATING, WHEELCHAIR LIFT, TIE DOWNS, AIR-CONDITIONING, CHASSIS) TO LEARN MORE ABOUT HOW DIAMOND COACH CAN GEAR COMPONENTS TO FIT YOUR SPECIFIC NEEDS.

**VIP 2200
FLOOR PLANS
21; 12-2; 15**



**VIP 2500
FLOOR PLANS
25; 16-2; 21**



At a glance -

VIP 2200

VIP 2500

| | | |
|---|--|------------------------------------|
| • CHASSIS CHOICES: | 158" FORD E-350, FORD E-450 OR 159" CHEVROLET | 176" FORD E-450 177" CHEVROLET |
| • OVERALL LENGTH: | 22'- 8" | 25'- 0" |
| • OVERALL HEIGHT: MAXIMUM (VARIES BY FLOOR PLAN) | 9'- 6" | 9'- 6" |
| • EXTERIOR WIDTH: | 8'- 0" | 8'- 0" |
| • INTERIOR HEIGHT: | 75" | 75" |
| • INTERIOR WIDTH: | 93" | 93" |
| • ENTRY DOOR WIDTH: | 36" (31.5" X 80" CLEAR OPENING) | 36" (31.5" X 80" CLEAR OPENING) |
| • MAXIMUM PASSENGERS: | 21 | 25 |
| • MAXIMUM W/C PLACEMENTS: | 6 | 7 |
| • ENGINE CHOICES: | GAS OR DIESEL | GAS OR DIESEL |
| • LIFT OPTIONS: | FRONT OR REAR | FRONT OR REAR |

STANDARD EQUIPMENT INCLUDES FABRIC CEILING PANELS, ROSCO MIRRORS, RAISED FLOOR (NO WHEEL WELLS), ABS LIGHT BARS, FIBERGLASS STEP WELL, ROOF HATCH, BLACK ANODIZED ALUMINUM FINISH ENTRY DOOR, 3/4 INCH EXTERIOR GRADE PLYWOOD FLOOR, BLADE-TYPE FUSES.

TO CUSTOMIZE YOUR FLOOR PLAN AND FOR A COMPLETE LIST OF STANDARD EQUIPMENT AND CURRENT OPTIONS CONTACT YOUR DIAMOND DEALER.

Leading the industry for over 50 years

DIAMOND COACH CORPORATION
2300 W. 4TH STREET
OSWEGO, KANSAS 67356
620-795-2191 • FAX 620-795-4816
EMAIL: DIAMOND@DIAMONDcoach.COM
WWW.DIAMONDcoach.COM

DIAMOND COACH CORPORATION HAS DEALERSHIPS THROUGHOUT THE US AND CANADA.

FOR MORE INFORMATION
CALL 1-800-442-4645

YOUR AREA DEALER: _____



Simplicity... Redefined

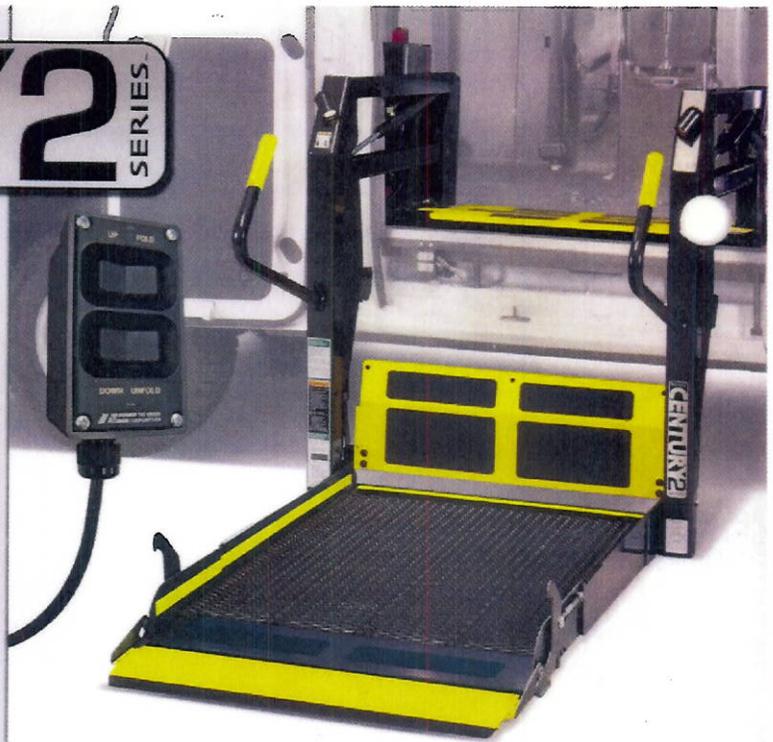
NHTSA **BRAUN CENTURY 2 SERIES™**



THE BRAUN CORPORATION.
mobility products

BRAUN CENTURY 2 SERIES

- fully automatic NHTSA compliant lift, operated by an attendant
- loading position - either direction
- interfaces with OEM interlocks
- lift mounted lights - active when interlocks are met and lift is powered
- hand-held control box with illuminated functions
- locking mechanical Inboard Barrier (IB), powder coated yellow for safety and high visibility, prevents operation if occupied
- pump design prevents platform folding when occupied, quiet operation & low current draw
- durable redesigned baseplate reduces lift weight and allows for quicker and easier service of hose/wiring
- easily installed, step-by-step installation instructions, no peripheral hardware required
- platform movement prevented during unsafe operation
- gas spring activated outer barrier detects roll stop occupancy as the platform leaves the ground, complete with durable rubber nose guard
- transition areas marked with durable high-gloss yellow powder coating for safety & visibility
- side or rear door application
- several platform widths and lengths
- dual handrails for security and convenience
- bridging feature permits the wheelchair user to board the lift from sidewalks or inclines
- floor to ground travel is 48"
- lifting capacity is 800 lbs
- integrated back-up pump
- equipped with an adjustable anti-rattle feature to avoid unpleasant noise in the vehicle during transit
- durable high-gloss powder coated finish
- Lift-Tite system stows the lift platform securely while the vehicle is in transit
- pump module with removable cover offers easy access to all components



Integrated dual handrails provide added security for wheelchair users and standees



Visual and audible warnings alert both passengers and attendants to unsafe conditions



Gas spring activated outer barrier detects roll stop occupancy as the platform leaves the ground



THE BRAUN CORPORATION.
www.braunmobility.com



1-800-THE LIFT
For The Dealer Nearest You

International Corporate Hdqrs: P.O. Box 310 Winamac, IN 46996 USA
1-800-843-5438 (574) 946-6153 FAX: (574) 946-4670



THE
QRTMAX
Wheelchair & Occupant Securement Systems



A person is shown from behind, sitting in a wheelchair on a sandy beach. Their arms are outstretched to the sides, and they are looking out at the ocean under a cloudy sky. The person is wearing a patterned short-sleeved shirt and a dark vest or harness. The wheelchair is a standard manual model with large rear wheels and smaller front wheels. The overall scene is peaceful and evokes a sense of freedom and possibility.

Our securement systems help make everything possible.

The logo for Q'STRAIT is located at the bottom center of the image. It consists of the brand name "Q'STRAIT" in a bold, sans-serif font, with a stylized graphic element resembling a car seat belt buckle or a similar securement device to the right of the text. The logo is set against a dark, rounded rectangular background.

Q'STRAIT

Our vision is simple.

Continue to produce the most advanced securement systems.



It all started over 20 years ago when Q'Straint introduced the integrated four-point wheelchair and occupant securement system. Since then Q'Straint has been recognized as a pioneer in the way wheelchair & occupant securement systems have been designed and tested.

Q'Straint maintains its high level of customer service and product quality simply by being the only company in the world that produces wheelchair & occupant securement systems exclusively. Since safety has always been a top priority at Q'Straint, our research and engineering along with our industry experience were used to establish industry standards for dynamic crash testing and static testing.

Q'Straint was also the first wheelchair and occupant securement company to be ISO 9000 registered and to offer a comprehensive training.

Now Q'Straint welcomes the newest product to our securement family, The QRT MAX. The QRT MAX is available with a variety of anchorages and your existing fleet can be retrofitted to use the unique QRT MAX.

With today's rapidly changing environment the QRT MAX innovative features will offer an even safer, simpler and easier method of use than ever before! This fast, safe, simple system will become synonymous in the industry with the term.... Hook and Go!



The latest in a line of great innovations.

THE QRT MAX

Introduction

What makes the QRT MAX so unique?

Outstanding performance and innovative features that help increase efficiency! Welcome to the next generation of wheelchair securements.

Q'Straint has made some significant steps in the advancement of wheelchair securement systems over the last few years but the new state of the art QRT MAX is the most significant to date. The QRT MAX is the first ever securement that can self-lock and self-tension itself automatically. It is so easy to use that it takes only one hand to operate. The QRT MAX has been designed with a low profile to allow most types of wheelchairs to easily move into place without encountering obstructions. The next couple of pages will take you through these new features and more!



The QRT MAX shown here with the PLI

hook&go.

KEY features:

One hand operation

No tensioning device

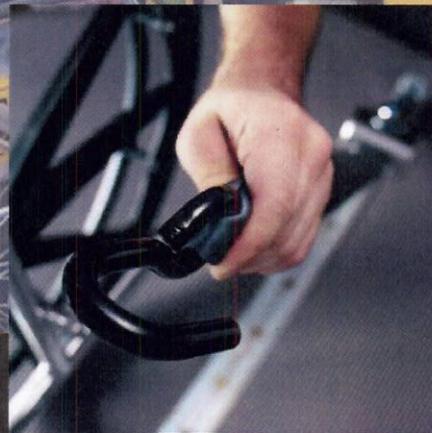
Low profile

PLI - Positive lock indicator

One hand operation

Automatic.

The unique automatic, self-locking and self-tensioning features enables the retractor to be operated by one hand. A true one-hand operation for the attendant. This offers a simpler and easier method of use than ever before.



THE QRTMAX

Products designed with the driver and passenger in mind.

No tensioning device

Self-Locking and Self-tensioning

As the innovator and leader of the automatic retractors, we take this responsibility very seriously and understand the meticulous quality that is required for this unique feature. No manual tensioning device is required, as the self-tensioning function will remove the slack from the retractors.



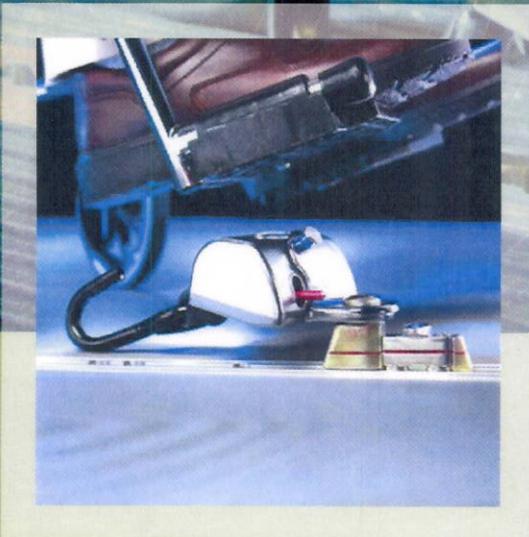
KEY Features:

The QRT MAX fits easily under most footrests.

Low Profile

No knobs or handles to be used as an obstruction

One of the great improvements over other retractors is the low profile design. This new feature allows the wheelchairs' footrests to pass over the retractor. Now the driver can easily move the occupant in to place without having to remove or go around the retractors. Another time saving feature!



PLI Positive lock indicator

Red line indicator - clearly identifies the fitting in a locked position

A unique, patented feature that automatically provides another degree of reliability for the attendant. PLI removes any doubt as to whether the QRT MAX retractor is locked in the track or not by allowing the operator to view the red line indicator on the fitting. If the red lines are matched up the operator is ready to proceed! No guess work, a must for the operator, as they are responsible for properly securing the wheelchair passenger.



THE QRTMAX

Additional features and specifications

Interchangeable retractors -

All securing retractors are the same in design, size and shape to avoid confusion in placement. Eliminates right, left, front or rear - NO GUESS WORK.

Successfully crash tested with surrogate chair.

Meets all SAEJ2249, ISO10542, FMVSS 209,302, 210,222, CMVSS 209, CSA Z605, AS2596 and ADA requirements.

Crash tested at 30 mph at 20g's.

ISO 9000 Registered

Manufactured under the ISO 9000 Quality System. Certificate submitted upon request

J-Hook design



Complete driver training program available

Outer casing made of hard durable metal

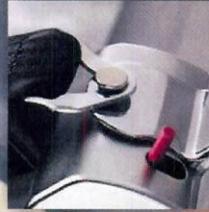
Extended webbing length

Securing Retractors Swivel
Accommodates chairs of various widths

Mounting

The retractors can be mounted using floor anchorages such as L track, A track, Slide 'N Click or bolted to floor.

Serialized for traceability



Pin Connector
Retractors are equipped with pin connector brackets to easily secure occupant seatment belts.



Retractable height adjuster
Retractors can be used with a variety of shoulder and lap belt combinations.

Foot release lever

Patent Pending



Scooters



Small or large manual chairs



Electric

THE QRT MAX

Additional information and options

The QRT MAX has been designed to be compatible with most wheelchairs and a variety of anchorages. The QRT MAX also comes available with a wide selection of accessories.

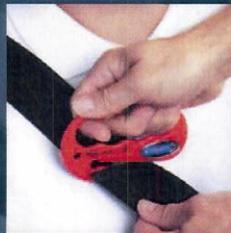
To view these and other products in use with video animation log on to our website at www.qstraint.com. For a complete selection of our products we also offer our interactive electronic catalogue.



Cable Release



Storage Pouch

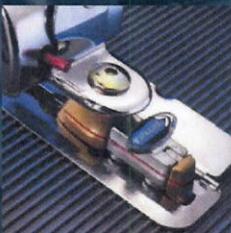


Belt Cutter

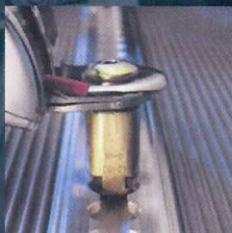


Webbing Loop

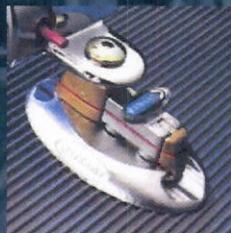
Our selection of accessories offer the operator more options to make the job easier.



Covered Floor Pocket



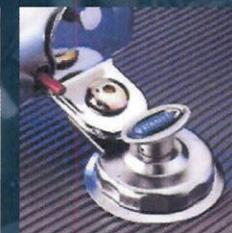
L-Track



Oval Pocket



A-Track



Slide N Click

We offer a wide selection of floor anchorages that compliment the QRT MAX.



Distributed by:

If you have any questions or comments
about Q'Strait, please do not hesitate
to contact us at the location near you:

Q'Strait USA
5553 Ravenswood Road,
Building 110
Ft. Lauderdale, FL 33312
Tel: (954) 986-6665
Tel: 1-800-987-9987
Fax: (954) 986-0021

Q'Strait Europe
73-76 John Wilson Business Park
Whitstable, Kent
UK CT5 3QU
Tel: +44 (0)1227 773035
Fax: +44 (0)1227 770035

Q'Strait Canada
18-100 Sheldon Dr.
Cambridge, ON
N1R 7S7
Tel: 1-800-987-9987

Q'Strait Australia
Tramanco Pty Ltd.,
21 Shoebury Street,
Rocklea, Australia, QLD. 4106
Tel: 61-7-3892-2311
Fax: 61-7-3892-6529

Log on to our website at www.qstraint.com

We reserve the right to make changes without notice Q5-1187-QMAX, Rev01



Optional Equipment Literature

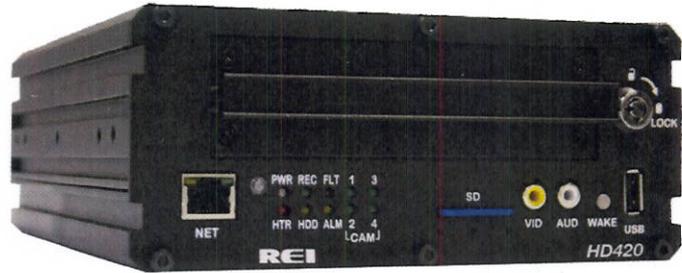


Mobile Video Surveillance HD420 DVR

Part # 710422
with WiFi Part # 710424

Product Features

- Record up to 4 channels of audio/video - 120 fps at D1 resolution
- Easy-to-use HD Series viewing software
- H.264 advanced video compression
- Dual streaming Wi-Fi and 3G/4G compatible
- GPS compatible
- Removable hard drive module with USB port
- USB auto download
- Integral hard drive dampening
- Durable, extruded aluminum chassis
- Quiet, clean fanless design
- Optional lock box and security caps



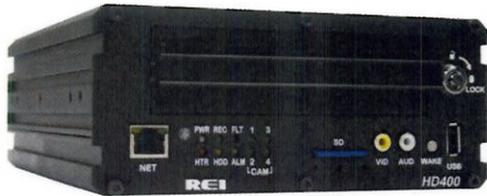
Hard drive/SD card not included.

REI's mobile video surveillance system promotes increased safety and security for bus and transit systems. The new HD420 mobile DVR connects up to 4 surveillance cameras providing video coverage in and around your vehicle. REI is committed to providing a quality, durable product which is why the DVR includes an extruded aluminum chassis, fanless design and wireless capability. Specify REI today!

| | |
|------------------------|---|
| Power | 8 to 30 VDC |
| Dimensions | Without brackets: 7.2" x 3" x 9"; With brackets: 9.2" x 3.4" x 9" (max) |
| Weight | 8.0 lbs (3.63 kg) with mounting brackets |
| Operating Current | 1 amp continuous/8 amps max (heater operating) @ 12 volts |
| Standby Current | < 100 milliamps @ 12 volts |
| Operation Temperature | -40°F to +150°F (-40°C to +65°C) |
| Operating Humidity | 10% - 95%, non-condensing |
| Video Recording | |
| Video Inputs | 4 channels |
| Video Standard | NTSC, 1 Vp-p standard, 75 Ohms termination |
| Resolution | D1 (720x480), 2 CIF (720x240), or CIF (352x240), selectable |
| Frame Rate | Up to 30 fps/channel (120 fps total at D1) |
| Compression | H.264 advanced video coding (9 quality settings) |
| Audio Inputs | 4 channels |
| Inputs/Outputs | |
| | 8 vehicle sensor, active high/low selectable inputs, panic/event marker button, differential speedometer pulse input, GPS, accelerometer, Ethernet (x2), USB 2.0, J1939, external record status indicator, video & audio output jacks |
| Miscellaneous | |
| Included with DVR | IR remote control; (2) "AAA" batteries; (2) mounting brackets with hardware; (2) hard drive module keys, bilingual warning stickers |



Mobile Video Surveillance DVR Specifications - HD420 and HD800



HD420



HD800

Video Recording

- H.264 Main Profile video compression – better image and/or more record capacity than MPEG4
- 4 or 8 channels of video and audio (HD420 or HD800 respectively)
- One channel of audio per video channel (4 or 8 channels of audio)
- Selectable Resolution: CIF (352X240), 2CIF (720X240), or D1 (720X480) (3 settings)
- Selectable Frame Rate: 1,2,3.75,5,7.5,10,15,20,25,30 frames per second per channel
 - HD420 – D1 @ 30 fps on all 4 channels simultaneously: 120fps @ D1 total composite frame rate
 - HD800 - Full D1 (D1 @ 30 fps) on all 8 channels simultaneously: 240fps @ D1 total composite frame rate
- Selectable Quality: 1-9 (9 settings)
- Resolution, frame rate, and quality configurable independently for each channel
- Dual stream encoding – configurable low-bandwidth sub-stream for 3G/4G live viewing
- Predicted record time displayed in UI
- Automatic hard drive overwrite or write-once modes – user selectable
- Alarm event tagging for automatic/manual download and to provide fast access to alarm events during playback
- Alarm triggering based on panic button, input (brakes, stop arm, etc - up to 8 total), vehicle speed, acceleration (collision, hard braking, etc.), or J1939 data
- Alarm video protected from overwrite - protect for 0, 3, 7, 10, 15, 20, 30, 45, or 60 days, or continuously protected
- Increased frame rate on alarm occurrence: up to 30 frames per second
- Vehicle data, including inputs, speed, acceleration, and GPS coordinates stored continuously with video at all times – “black box” data recording functionality
- Time stamp, vehicle ID, camera names, and vehicle data permanently embedded in video data as metadata – no video permanently obscured by text, etc.
- Audio, video, and vehicle data stored fully synchronized in a proprietary tamper-resistant file format with no known editing method - assures integrity of video evidence and associated data

USB

- USB automatic backup function
 - Automatic or manual backup of alarm video to USB storage device
 - Priority based automatic backup – high priority alarms copied first
 - Automatic removal of alarm protection on backup – user configurable
- USB firmware update and configuration
 - Automatic or manual firmware update from USB storage device
 - Configuration save and load from USB storage device

Radio Engineering Industries, Inc.

6534 L Street, Omaha, NE 68117

800.228.9275 | 402.339.2200 | Fax: 402.339.1704 | Service: 877.726.4617

radioeng.com



Hard Drive Module

- Removable, locking hard disk drive (HDD) housing with 2.5 HDD with up to 1TB capacity options available (320GB, 500GB, 750GB and 1TB available)
- Shock and vibration dampening fully integrated into HDD housing
- Metal housing construction
- Integrated heater for operation down to -40°C
- USB 2.0 port on HDD housing for direct connection to a host PC – no docking station required
- Key-switch on HDD housing to lock USB port to prevent unauthorized access to the HDD contents and assure integrity of video evidence

Network

- Optional external 802.11b/g wireless bridge for lot-based video review and archiving
 - Access point or bridge(client) mode operation
 - Wake on LAN optional functionality
 - WEP, WPA, & WPA2 Encryption options
- Optional external 3G (Cell phone) wireless router for remote monitoring
 - Dual stream live view video and audio – full or reduced bandwidth stream for efficient 3G/4G operation
 - Web based vehicle tracking
 - Mobile wireless internet
- Built in Web UI – access remotely or locally with standard web browser (requires PC/laptop)
 - View live or recorded video (requires Internet Explorer)
 - Backup recorded video
 - Configure all DVR parameters
 - Firmware upgrade
- Remote viewing and backup of recorded video through **A.R.M.O.R.-VMS** playback application
- Automatic backup of recorded video through **A.R.M.O.R.-AutoPilot** automatic download system
- Email notification of alarm events (with optional Wi-Fi or 3G wireless router)
- Remote status and fault reporting

Power

- Fully regulated power supply for error free operation with varying input voltage – 8-30 Volt input range
- Fully protected against overvoltage, transients, and reverse-polarity
- Low-voltage cutoff with automatic restart
- Programmable off delay: 0 to 9 hours and 59 minutes
- DVR switched on/off automatically by vehicle ignition, schedule, or logical combination of both (user selectable)
- Seven day schedule with two adjustable ranges per day
- Low power mode for reduced power consumption during video archiving through a network – schedule or timer based
- 12-14 gauge pre-terminated power cable standard

Physical/Environmental

- Small form factor
- Wide operating temperature range design: -40° to +65°C.
- Fanless cooling design
- Industrial extruded aluminum chassis for cooling and vandal resistance
- All metal chassis construction
- Minimal chassis openings to prevent dust, moisture ingress
- All locking connectors to prevent disconnection due to shock, vibration, etc.

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- All cables attach directly to the DVR via locking connectors - no breakout cables and/or boxes required
- Wake button on front panel of DVR. Waking DVR does not affect recording.
- Flexible mounting options – DVR may be top (under-seat), bottom (floor), or vertically mounted using the included brackets
- DVR chassis may be hard mounted and requires no additional shock and vibration protection – hard drive module includes all shock and vibration dampening internally
- Optional 16 gauge steel lock box with key-lock and piano hinged door
- Optional removable rear end panel to protect the DVR cables from damage and/or intentional disconnection
- Optional removable front end panel to protect DVR face

Inputs and Outputs

- Analog audio/video outputs on front panel for optional local configuration and video review
- 8 sensor inputs for connection to vehicle signals for data recording and alarm / event detection
 - Individually configurable sensor input names as well as common presets
 - Individually configurable as active high (switch positive) or active low (switched ground) in firmware
 - Individually configurable as marked events or protected alarms
- J1939 interface for connection to in-vehicle network
 - Record vehicle speed, brakes, etc. direct from vehicle network
 - Event detection and diagnostics from J1939 data – alarm/event detection of excessive vehicle idling, low tire pressure, etc. (custom function – will depend on make/model/options of vehicle)
- Analog speedometer input with user selectable sensitivity and calibration
 - Displays available in MPH or KM/H
 - Manual or automatic calibration
 - Configurable high and low speeds as marked events or protected alarms
- 4 or 8 camera inputs (HD420 or HD800 respectively) with coaxial video, coaxial audio, power and isolated ground on a single locking connector
- 2 Ethernet ports (2X RJ45 – 10/100 BaseT) on the front and back of the unit for expansion (Wi-Fi, 3G, etc.) and local configuration, video review, and archiving (optional)
- Optional Panic button to allow driver/user to easily tag events in the recorded video which includes an external record indicator to display system (recording) status to the driver/user
- Optional GPS module for continuous recording of vehicle location, heading, and speed, as well as configurable and automatic time and date synchronization
- Optional 3-axis 8G accelerometer/inertia sensor for data recording and detection of hard braking, accident detection, etc.
 - Each axis individually configurable for G force threshold
 - Each axis individually configurable as marked events or protected alarms
 - Calibration (zeroing) of unit after installation in vehicle
- Optional Drivers Display module for diagnostics display, data entry, and messaging
- Optional Output Module for connection to third party systems (AVL, etc.) for status and fault reporting, etc.

Diagnostics

- Selectable audible or visual fault alerts
- Video loss detection for each camera
- Blind camera detection for each camera
- Detection of system and hard drive faults
- System fault indicator on front panel
- Video present indicators for each camera on the front panel
- Remote record status and fault indicator (with optional panic button/record indicator).

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- Status and fault reporting to third party systems (AVL, etc.) (optional output module).
- Recorded highest and lowest system temperature and voltages along with date and time of occurrence
- Display of current firmware versions and available hard disk drive space

Other Features

- Built in clock-calendar accurate to within +/- 4 minutes per year across the entire operating temperature range (-40° to +60°C)
 - Internal 10 year clock battery for accurate time in or out of the bus
 - Embedded time stamp recorded with video (as metadata – does not obscure video)
 - Selectable NTP or GPS time synchronization including time synchronization options and GMT offset
 - Customizable and automatic Daylight Saving Time adjustment
- Local playback and configuration with included remote control (requires monitor)
- Optional password for DVR configuration and access through local UI, Web UI, or **A.R.M.O.R.-VMS** application

Cameras

- Box, Dome, and Interior / Exterior wedge designs available
- Integrated IR illuminators (optional on dome) with intelligent IR illumination control
- Available with 2.8, 4, 6, 8, 12, and 16mm lenses (varies by model)
- Vandal resistant die-cast metal housings and polycarbonate domes/windows on all models
- IP68 rating on Exterior wedge designs
- Built in high quality microphone with level adjustment on all cameras (excluding exterior wedge)
- Single cable connection to DVR – video, audio, and power on a single, high quality, low loss, shielded cable with locking connectors
- Pre-terminated cables available in 6' to 60' lengths

SPC4016 05/13

SELECT CNG AND PERFORMANCE, LLC (SCP) an Oklahoma based company founded-in 2014 by Jarod Watkins and Michael Woods focuses on quality service, installation of EPA Certified CNG Kits, LPG Kits, follow up lifetime agreements, and offers industry related accessories for private and public vehicles.

SCP is partners with Fuel Conversion solutions HQ, Inc. (FCS) located near Kansas City, Missouri.

Fuel Conversion Solutions HQ, Inc is located in Oak Grove Missouri, which has expanded to St Louis, Illinois and Gretna, Nebraska.
fuelconversionsolutions.com



EPA Certified Kits

- AGA SYSTEMS Inc.
- IMPACO
- NatGasCar
- Landi Renzo USA
- Altech Eco
- American Alternative Fuels

Propane Kits

- ICOM North America
- IMPACO
- Bi Phase Technologies
- Roush
- Technocarb
- AAF
- Clean Fuels USA

Jarod Watkins 580.231.1115
jwatkins@selectcng.com
 Michael Woods 580.230.6474
mwoods@selectcng.com
 420 Main Drummond, Ok 73735



SELECT CNG AND PERFORMANCE

Mission

Provide the highest quality CNG/LPG conversions and quality vehicle accessories in Northwest Oklahoma. SCP will provide outstanding customer service and loyalty to our clients allowing them the opportunity to burn clean fuel, achieve monetary savings while being good stewards of the local environment.

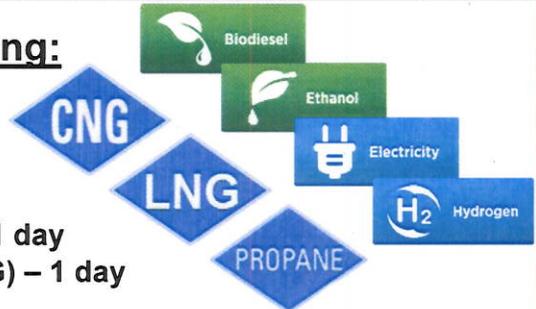
1. Quality delivery of product
2. Customer service
3. Competitive Prices
4. Leading edge technology

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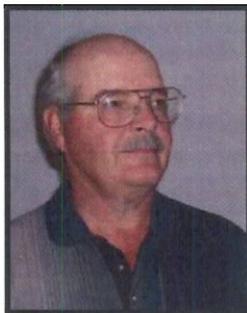


Fuel Conversion Solutions' Training Offering:

- NGV Fuel System Inspector – 2 days
- LD Natural Gas Safety – 3 days
- HD Natural Gas Safety – 3 days
- Propane Vehicle and Safety Training – 2-3 days
- Alt Fuels First Responder Trainings (all alt fuels) – 1 day
- First Responder Training- Gaseous Fuels (LPG/CNG) – 1 day



We can modify trainings to meet your stakeholder's needs. For example, we often package the classes together that have similar content: (LD/HD Natural Gas Safety + NGV Fuel System Inspector Training- 4 days).



Instructor: Nick Wagoner is the President of Fuel Conversion Solutions of Oak Grove, MO., specializing in CNG and LPG vehicle conversions, training and inspections. Wagoner currently provides specialized training for equipment manufacturers such as IMPCO and AGA. He was an alternatives fuel consultant and Automotive Technology instructor at Central Community College in Columbus, Neb., for 25 years and is a nationally recognized alternative fuels trainer by the NAFTC and the Environmental Protection Agency.

Wagoner has served as President of the Board of Directors and Curriculum Chairman for the NAFTC and also helped write the ASE F-1 test for natural gas. Wagoner's credentials include certifications as an ASE Master Mechanic, ASE Alternative Fuels, Certified by the State of OK, and CSA Certified Cylinder Inspector. He has been a natural gas trainer, inspector, and consultant for 20 years. Wagoner has provided trainings extensively throughout the United States and India at the request of the U.S. Department of Energy and the NAFTC.

Currently Nick and his son own and operate Fuel Conversion Solutions, llc based out of the Kansas City area. FCS has four conversion facilities in the Midwest, Oak Grove Missouri (headquarters), St. Louis Missouri, Drummond Oklahoma, and Gretna Nebraska. FCS provides vehicle conversions and inspections to customers in Missouri, Kansas, Nebraska, Iowa and Oklahoma, and provides CNG training across the United States. They are committed to providing cost-effective solutions that enable their customers to utilize clean, American fuels in their vehicles.

For questions or to schedule a training, contact Aaron Brown:
aaronb@fuelconversionsolutions.com, 913-912-3275.



Select CNG & Performance, Fuel Conversion Solutions References and Clients

- **Reference: Oklahoma State University; Chris Hoffman, Fleet Manager**
Chris A. Hoffman, Manager, Transportation Services
Oklahoma State University
2024 West Farm Road
Stillwater, OK 74078
E-Mail: chris.hoffman@okstate.edu
Office: (405) 744-7938
Cell: (405) 747-0583
- **Reference: Department of Energy, Clean Cities; Kelly Gilbert, Transportation Director**
Kelly Gilbert, Transportation Director
Kansas City Regional Clean Cities Coalition
Metropolitan Energy Center
3810 Paseo Blvd.
Kansas City, MO 64109
E-Mail: kgilbert@kcenergy.org
Office: (816) 561-1625
Mobile: (816) 812-9772
Fax: (816) 531-4846
www.kcenergy.org
- We also have excellent working relationships with several city governments, counties, and private fleets as well as Ford, Chevy, and GM dealerships to which we provide conversions, technician training and service work. Some clients of Select CNG and Fuel Conversion Solutions include:
 - **Oklahoma State University**
 - **University of Nebraska**
 - **Pepsi Co**
 - **LKQ**
 - **Black Hills Energy**
 - **Department of Defense**
 - **DHL**
 - **Biford Auto Group**



The industry leader in design,
development and installation
of alternative fuel solutions.

ISO 9001:2008

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Products

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Company

Contact

E - 450

Dedicated CNG



Years Make – 2012-2014

Model – E-450

Engine 6.8L Gaseous Prepped

Fuel Type – CNG

Fuel Delivery – Dedicated

GGE Capacity – Varied

Tank Location – Customer Specified

IMPCO Automotive

IMPCO Automotive is a Ford Gaseous Fuel QVM with Ship-Thru capability doe CNG and LPG conversion components that are designed and validated with proven engineering OEM expertise. The entire gaseous fuel system adheres to IMPCO Automotive's strict quality, durability, and safety testing requirements to ensure a superior and safe product to the end customer.

IMPCO Automotive offers compressed natural gas (CNG) fueling systems while also providing the only Ford QVM bi-fuel liquefied petroleum gas (LPG) system in the market today – eliminating any range anxiety. IMPCO Automotive's industry leading CNG and LPG fuel systems come with IMPCO Automotive's 36 month/36,000 mile limited warranty. Ford base warranty is also maintained for vehicles equipped with the gaseous fuels engine prep package.

IMPCO Specifications

- Fuel systems installed only on Ford's Gaseous Prepped Ready Engines
- Designed and Validated using IMPCO Automotive Engineering's OEM Expertise
- Follow OEM installation guidelines for clipping, securing, and minimizing clearances for harness and fuel lines.
- Fasteners Coated to Exceed 10 Year Cyclic
- Corrosion Testing
- Work performed and validated in a ISO 9001:2008 certified manufacturing facility
- Dyno tested following complete installation of fuel system
- Certification and Compliance – Fuel systems are designed to meet both EPA and CARB standards.

*For additional tank configurations and GGE's contact your local certified installer

By utilizing a Ford Gaseous QVM installer you can have your system financed using Ford Motor Credit. Ask you're your dealer for details.

IMPCO Automotive News

- [Press Release: IMPCO Automotive's MY2015 CARB and EPA Certified Bi-Fuel CNG Trucks Hitting the Streets](#)
- [IMPCO's Bi-Fuel Trucks Hit the Streets](#)
- [THOMAS BUILT BUSES SETS START OF PRODUCTION ON COMPRESSED NATURAL GAS-FUELED MINOTOUR](#)

Upcoming Shows

2014 ACT "Alternative Clean Transportation" Expo
Long Beach, CA

September 15-17

BusCon
Indianapolis, Indiana

October 13-15

APTA - American Public Transport Association
Houston, TX

October 29-30

Green Fleet Conference
Schaumburg, IL

Certified Installers



Frequently Asked Questions

EPA / CARB Certificates

News

Contact Us





Ford E-450 Cutaway



Available Trims

- E-450 Cutaway

Dedicated CNG System

- CARB Certified in all 50 States
- EPA Certified

| | E-450 |
|--------------------------------|------------------------------------|
| Engine | 6.8L 2-Valve V10 |
| Manufacturer Stated Horsepower | 305 horsepower 420 ft-lb torque |
| Max GVWR | 14,500 lbs |

Landi Renzo USA offers a complete solution to your alternative fuel needs with a dedicated CNG system for the Ford E-450 Cutaway with a 6.8L V10 engine. Landi Renzo offers full installation at its Torrance, CA headquarters or through our trained independent installer network.

CNG System Components

- Engine Control Module (ECM) recalibration for CNG system
- CNG pressure regulator
- Coalescing high pressure filter
- CNG fuel injector rails
- Pressure transducer and fuel gauge module
- CNG tanks fitted with electronic shut-off valves
- Option of Type IV or Type III composite tanks
- All necessary valves, hoses, brackets, and fittings

Service and Support

- 3 year or 50,000 mile warranty period
- 8 year or 80,000 mile warranty on emission related components
- Technical support



23535 Telo Avenue
Torrance, CA 90505

☎ 310.257.9481
☎ 310.257.9487

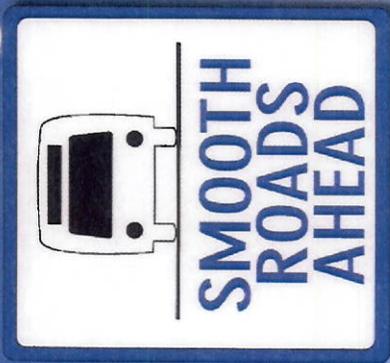
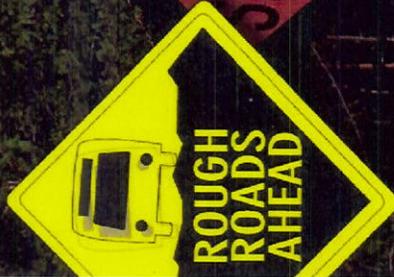
landiusa.com • info@landiusa.com



FUEL Conversion Solutions, llc | 300 NW 2nd Street, Oak Grove, MO 64075 |
913-912-3275 | www.fuelconversionsolutions.com



**BECAUSE YOUR BUS DOESN'T
HAVE TO RIDE LIKE A TRUCK!**



WHEN



IS INSTALLED

SMOOTHING OUT THE ROUGH SPOTS

"MOR/ryde really solved a problem for us. Previously we were faced with an expensive upgrade to improve the ride. MOR/ryde's system is less costly, easy to install and requires minimal maintenance."

- R. Streiff / Senior Analyst, Access Services



RUBBER SHEAR SPRINGS ISOLATE AND ABSORB ROAD SHOCK TO PROVIDE A SOFTER, MORE COMFORTABLE RIDE FOR ALL OF YOUR PASSENGERS.



BETTER PROTECTION FOR THE VEHICLE FROM DAMAGING ROAD SHOCK.

EASILY ADJUSTABLE TO ACCOUNT FOR WHEEL CHAIR LIFT.

ALSO AVAILABLE ON TRUCKS, AMBULANCES, AND MOTOR HOMES.



WWW.MORRYDE.COM

TODAY'S ROADS ARE ROUGHER THAN EVER

That is why today's leading providers of Shuttle and Para-transit services rely on MOR/ryde Suspensions Systems for improved passenger comfort and better protection of their vehicles from the damaging effects of road shock.

At the heart of every MOR/ryde suspension system are unique rubber shear springs. The MOR/ryde suspension works in concert with the existing leaf spring suspension system to provide your riders a softer, smoother, more comfortable ride. Whether it is chuck holes, dirt roads, or railroad tracks you encounter, rubber has a natural tendency to isolate and absorb road shock. So rather than road conditions beating up your bus and your riders, the blows are absorbed by the MOR/ryde suspension system.

The MOR/ryde system can be ordered on new buses from the manufacturer or installed aftermarket on buses equipped with leaf springs in a very cost effective manner. Each system comes with a 3 year / 70,000 mile warranty and requires minimal maintenance to sustain optimal performance.



MOR/RyDE INTERNATIONAL, INC. 1966 MOYER AVE., ELKHART, IN 46516 (574) 293-1581

SECTION II

**SPECIAL PROVISIONS FOR THE PROCUREMENT OF CAPITAL EQUIPMENT
USING FEDERAL FUNDS**

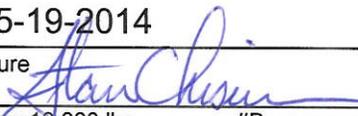
**THE FOLLOWING REQUIREMENTS AND CONDITIONS ARE INCLUDED AS AN
ESSENTIAL PART OF THE SPECIFICATIONS ATTACHED HERETO.**

SECTION I. FOR ALL BIDS:

**FMVSS CERTIFICATION - 49 CFR 571 Part D
(Circle all applicable standard #s)**

| # | Title | # | Title |
|-----|--|-----|--|
| 101 | #*Controls and Displays | 102 | #*Transmission shift lever sequence, starter, interlock, transmission braking effect |
| 103 | #*Windshield defrost and defogging system | 104 | #*Windshield wiping and washing system. |
| 105 | #*Hydraulic brake system. | 106 | #*Brake hoses |
| 107 | #*Reflecting surfaces | 108 | #*Lamps, reflective devices, and assoc. equip. |
| 109 | #New pneumatic tires | 110 | #Tire selection and rims. |
| 111 | #*Rearview mirrors | 112 | #*Headlamps concealment devices. |
| 113 | #*Hood latch system | 114 | #Theft Protection (not for walk-in vans) |
| 115 | #*VIN -basic requirements. | 116 | #*Motor vehicle brake fluids. |
| 117 | #Re-treaded pneumatic tires (to be used on rear wheels only) | 118 | #Power-operated window, partition, roof panel system (GVWR < 10K) |
| 119 | *New pneumatic tires for vehicles other than passenger cars | 120 | *Tire selection & rims for vehicles other than passenger cars |
| 121 | *Air brake system | 124 | #*Accelerator control system. |
| 129 | #New non-pneumatic tires for passenger cars. | 201 | #@Occupant protection in interior impact |
| 202 | #@Head restraints | 203 | #@Impact protect, driver steering control system |
| 204 | #*Steering control rearward displace (not walk-in vans) | 205 | #*Glazing materials |
| 206 | #Doors, locks, and door retention components. | 207 | #*Seating system |
| 208 | #*Occupant crash protection | 209 | #*Seat belt assemblies. |
| 210 | #@Seat belt assembly anchorages. | 211 | #Wheels, nuts, wheel discs, and hub caps |
| 212 | #@Windshield mounting | 213 | #*Child restraint system. |
| 214 | #@Side impact protection (not walk-in vans) | 217 | *Bus emergency. exits / window retention & release |
| 219 | #@Windshield zone intrusion | 220 | *School Bus rollover protection |
| 301 | #@Fuel system integrity (+School Bus >10K GVWR) | 302 | #*Flammability of interior materials. |

The undersigned **BIDDER/VENDOR** hereby certifies that all vehicles furnished meet the **FMVSS IAW 49 CFR 571**.

| | | | |
|-------------------------------------|--------------------------------|-----------|--|
| Name of Company | Alliance Bus Group, Inc | Date | 5-19-2014 |
| Printed Name of Person Signing Form | Stan Chisum | Signature |  |

*Bus

@Bus with GVWR below 10,000 lbs.

#Passenger Car

May 18, 2014

To Whom It May Concern:

Diamond Coach Corporation certifies that Diamond vehicles meet all Federal Motor Vehicle Safety Standards and ADA requirements that are in effect at the time of manufacture of the vehicle. The FMVSS includes 111, 220, and 221.

Final assembly of the Diamond Coach is performed at 2300 West Fourth Street, Oswego, Kansas 67356, and includes all body assembly, chassis modifications and installation of all sub-components in the vehicle. One hundred percent of assembly cost and body construction is performed at this Diamond Coach facility in Oswego, Kansas.

Very truly yours,

Beverly Stewart
Business Manager



2300 West Fourth St.
Oswego, KS 67356

www.diamondcoach.com

1-800-442-4645 Ph.
620-795-4816 Fax

In submitting this bid, the undersigned **BIDDER/VENDOR** as noted in Section III - Certification to Purchaser, certifies and agrees to the following clauses, assurances and certifications.

The **BIDDER/VENDOR** agrees to include these requirements in subcontracts financed in whole or in part by Federal Transit Administration funding. The bidder/vendor must execute all certifications below.

A. INCORPORATION of FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS: The following provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The **BIDDER/VENDOR** shall not perform any act, fail to perform any act, or refuse to comply with any **PURCHASER'S** requests which would cause the **PURCHASER** to be in violation of the FTA terms and conditions

B. FEDERAL CHANGES: **BIDDER/VENDOR** shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the **PURCHASER** and FTA, as they may be amended or promulgated from time to time during the term of this contract **BIDDER/VENDOR's** failure to so comply shall constitute a material breach in this contract.

C. DBE CERTIFICATION: The **BIDDER/VENDOR** complies with 49 CFR 26.49 regarding the transit vehicle manufacturer=s overall DBE goal.

D. AIR CONDITIONING PERFORMANCE: The **BIDDER/VENDOR** will provide vehicles that meet or exceed the performance requirements of the air conditioning system(s) as detailed in the specification.

E. INTEREST of MEMBERS of or DELEGATES to CONGRESS: The **BIDDER/VENDOR** certifies that no member of or delegate to the Congress of the United States shall be admitted to any share or part of this contract or to any benefit arising there from.

F. PROHIBITED INTEREST: The **BIDDER/VENDOR** certifies that no member, officer, or employee of the Public Body or of a local public body during his or her tenure or one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

G. CARGO PREFERENCE - USE of UNITED STATES-FLAG VESSELS: The **BIDDER/VENDOR** agrees: a. to use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels; b. to furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of-lading in English for each shipment of cargo to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading.)

H. **ENERGY CONSERVATION:** The **BIDDER/VENDOR** agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

I. **CLEAN WATER & AIR:** The **BIDDER/VENDOR** agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The **BIDDER/VENDOR** agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. ' ' 7401 et seq. The **BIDDER/VENDOR** agrees to report each violation to the **PURCHASER** and understands and agrees that the **PURCHASER** will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

J. **NO OBLIGATION by the FEDERAL GOVERNMENT:** The **PURCHASER** and **BIDDER/VENDOR** acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the **PURCHASER, BIDDER/VENDOR,** or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

K. **PROGRAM FRAUD and FALSE or FRAUDULENT STATEMENTS or REALTED ACTS:** The **BIDDER/VENDOR** acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. ' ' 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. The **BIDDER/VENDOR** certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the resultant contract or the FTA assisted project for which this work is being performed. The **BIDDER/VENDOR** further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the **BIDDER/VENDOR** to the extent the Federal Government deems appropriate. The **BIDDER/VENDOR** also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. ' 5307, the Government reserves the right to impose the penalties of 18 U.S.C. ' 1001 and 49 U.S.C. ' 5307(n)(1) on the **BIDDER/VENDOR,** to the extent the Federal Government deems appropriate.

L. **CONTRACT WORK HOURS:**

1. **Overtime requirements:** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. **Violation; liability for unpaid wages; liquidated damages:** In the event of any violation of the clause set forth in paragraph (1) of this section the contractor and any subcontractor responsible therefore shall be liable for unpaid wages. Such contractor and subcontractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to

each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of \$ 10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

3. Withholding for unpaid wages and liquidated damages: The **PURCHASER** shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

4. Subcontracts: The contractor or subcontractor shall include the clauses set forth in this section and require the same from subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these clauses.

5. Payrolls and basic records: (i) Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work (or under the United States Housing Act of 1937, or under the Housing Act of 1949, in the construction or development of the project). Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

M. CIVIL RIGHTS:

1. Nondiscrimination: In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. ' 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. ' 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. ' 12132, and Federal transit law at 49 U.S.C. ' 5332, the **BIDDER/VENDOR** agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the **BIDDER/VENDOR** agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. Equal Employment Opportunity: The following equal employment opportunity requirements apply:

Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. ' 2000e, and Federal transit laws at 49 U.S.C. ' 5332, the **BIDDER/VENDOR** agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq ., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. ' 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The **BIDDER/VENDOR** agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the **BIDDER/VENDOR** agrees to comply with any implementing requirements FTA may issue. (b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. ' ' 623 and Federal transit law at 49 U.S.C. ' 5332, the **BIDDER/VENDOR** agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the **BIDDER/VENDOR** agrees to comply with any implementing requirements FTA may issue. (c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. ' 12112, the **BIDDER/VENDOR** agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the **BIDDER/VENDOR** agrees to comply with any implementing requirements FTA may issue.

N. ALTOONA TEST CERTIFICATION: (Check one of the following):

- The vehicle has been Altoona tested, report number: PTI-BT-R1005
 The vehicle is exempt from testing in accordance with 49 CFR 665
 The vehicle is currently being tested at Altoona

O. DEBARMENT AND SUSPENSIONS: This contract is a covered transaction for purposes of 2 CFR Part 1200, which adopts and supplements the provisions of U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 CFR Part 180. As such, the contractor is required to verify that none of the contractor, its principals, as defined at 2 CFR 180.995, or affiliates, as defined at 2 CFR 180.905, are excluded or disqualified as defined at 2 CFR 180.940, 180.935 and 180.945.

The **BIDDER/VENDOR** is required to comply with 2 CFR 180, Subpart C and must include the requirement to comply with 2 CFR 180, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its bid or proposal, the **BIDDER/VENDOR** or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the **Procuring Agency**. If it is later determined that the **BIDDER/VENDOR** or proposer knowingly rendered an erroneous certification, in addition to remedies available to **Procuring Agency**, the Federal Government may pursue available remedies, including but not limited to suspension and/or

debarment. The bidder or proposer agrees to comply with the requirements of 2 CFR 180, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The **BIDDER/VENDOR** or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

The Procuring Agency agrees and assures that its third party contractors and lessees will review the "Excluded Parties Listing System" at <http://epls.gov/> before entering into any subagreement, lease or third party contract.

The Procuring Agency will be reviewing all third party contractors under the Excluded Parties Listing System at <http://epls.gov/> before entering into any contracts.

FEDERAL FUNDS WILL NOT BE RELEASED UNTIL THE PURCHASING AGENCY RECEIVES A COPY OF THE ALTOONA TEST REPORT IF REQUIRED IN ACCORDANCE WITH 49 CFR 665



SECTION II

A. BUY AMERICA CERTIFICATION:

BIDDER/VENDOR to complete the Buy America Certification listed below. **BIDDER/VENDOR** shall certify **EITHER COMPLIANCE OR NON-COMPLIANCE (not both)**.

Certification requirement for procurement of buses, other rolling stock, and associated equipment.

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder/vendor or offer or hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Signature 

Company Name Alliance Bus Group Inc

Title General Manager

Date 5-19-2014

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder/vendor or offer or hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49C.F.R. 661.11, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Signature _____

Company Name _____

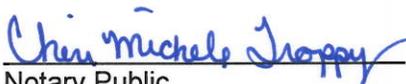
Title _____

Date _____

Instructions:

Special Note: Make sure you have signed only one of the above statements -- either Compliance OR Non-Compliance (not both).

Subscribed and sworn to before me this 19 day of May 2014.


Notary Public

November 22, 2017
Commission Expiration Date

12963488-6
My Commission Number

Seal:



This form MUST be prepared and signed by the offeror/vendor and submitted with all bids or offers on FTA-funded contracts. Bids or offers not accompanied by this form will be REJECTED

B. DOMESTIC CONTENT WORKSHEET:

(Typical Components of Buses from Appendix B to 49 CFR Sec. 661.11, an itemized component listing from the **manufacturer** that verifies compliance with the Buy America Provisions may be submitted in lieu of this form)

If you plan on using another components listing, you must include it with your bid and place an X in the following box. 

| I. Components | % Domestic | X % Value | Dom. Value |
|--|------------|-----------|------------|
| engines | | | |
| transmissions | | | |
| front axle assemblies | | | |
| rear axle assemblies | | | |
| drive shaft assemblies | | | |
| front suspension assemblies | | | |
| rear suspension assemblies | | | |
| air compressor and pneumatic systems | | | |
| generator, alternator & electrical systems | | | |
| steering system assemblies | | | |
| front and rear air brake assemblies | | | |
| air conditioning compressor assemblies | | | |
| air conditioning evaporator/condenser assemblies | | | |
| heating systems. | | | |
| passenger seats | | | |
| driver's seat assemblies | | | |
| window assemblies | | | |
| entrance and exit door assemblies | | | |
| door control systems | | | |
| destination sign assemblies | | | |
| interior lighting assemblies | | | |
| front and rear end cap assemblies | | | |
| front and rear bumper assemblies | | | |
| specialty steel (structural steel tubing etc.) and aluminum extrusions | | | |
| aluminum, steel or fiberglass exterior panels and interior trim | | | |
| flooring and floor coverings | | | |
| TOTAL DOMESTIC CONTENT OF COMPONENTS (%) | | | |

B. CONTINUED DOMESTIC CONTENT WORKSHEET:

| | |
|---|--|
| II. Construction Activities (Describe Activities) | |
| Location of Construction Activities: | % OF DOMESTIC CONSTRUCTION ACTIVITIES: |

| | | |
|--|-----------------------------------|-----------------------|
| | | |
| Vehicle Manufacturer | Model | Model Year |
| DIAMOND | VIP2500 | 2015 |
| Vendor Name ALLIANCE BUS GROUP, INC | Signature <i>Alan Chiu</i> | Date 5-19-2014 |





DIAMOND COACH CORPORATION
BIDDER'S CERTIFICATION
PRE-AWARD BUY AMERICA
DIAMOND VIP SERIES

Pursuant to 49CFR Part 663, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, unless steel and a manufactured product used in such products are produced in the United States.

| COMPONENT | MANUFACTURER | COUNTRY OF ORIGIN | PERCENTAGE OF TOTAL VEHICLE COST |
|----------------------------------|------------------|-------------------|----------------------------------|
| CHASSIS | FORD MOTOR CO. | US | 48.43% |
| BODY SHELL | DIAMOND COACH | US | 51.57% |
| SUB-COMPONENTS OF BODY SHELL | | | |
| AIR CONDITION | AC INDUSTRIES | US | 5.47% |
| WINDOWS | KINRO, INC | US | IN BASE |
| REAR HEATERS | PRO AIR | US | 52.00% |
| SEATS | FREEDMAN SEATING | US | 3.96% |
| WHEELCHAIR LIFT | BRAUN | US | 8.37% |
| BODY SHELL | DIAMOND | US | 26.72% |
| WHEELCHAIR TIEDOWNS | Q-STRAINT | US | 1.77% |
| | | | <hr/> 46.74% |
| COMPONENTS NOT SUBJECT TO REVIEW | | | 4.83% |
| | | | <hr/> 51.57% |
| TOTAL | | | 100.00% |



2300 West Fourth St.
Oswego, KS 67356
1-800-442-4645 PH 620-795-2191 FAX
www.diamondcoach.com

C. LOBBYING:

The **BIDDER/VENDOR** certifies compliance with the Anti-Lobbying amendment, 31 U.S.C. ' 1352, as amended by the Lobbying Disclosure Act of 1995, Public Law 104-65 [to be codified at 2 U.S.C. ' 1601, et seq.]. The **BIDDER/VENDOR** also certifies that it will execute the following, "Certification Regarding Lobbying", as required by 49 CFR Part 20, AA New Restriction on Lobbying.®

EXECUTE THE FOLLOWING

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements
(To be submitted with each bid or offer exceeding \$100,000)

The undersigned,

ALLIANCE BUS GROUP, INC.

(Bidder/Vendor)

certifies, to the best of his or her knowledge and belief, that:

A. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal Contract, grant, loan, or cooperative agreement.

B. If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal Contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/96). Note: Language in paragraph "B" herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (Public Law 104-65, to be codified at 2 U.S.C. ' 1601, et seq .)]

C. The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all Subrecipient's shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. ' 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

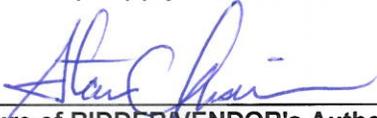
C. CONTINUED LOBBYING:

[Note: Pursuant to 31 U.S.C. ' 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.

ALLIANCE BUS GROUP, INC.

(Bidder/Vendor)

certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the **BIDDER/VENDOR** understands and agrees that the provisions of 31 U.S.C. ' 3801, et seq., apply to this certification and disclosure, if any.



Signature of BIDDER/VENDOR's Authorized Official

Stan Chisum General Manager

Name and Title of BIDDER's Authorized Official

5-19-2014

Date



SECTION III

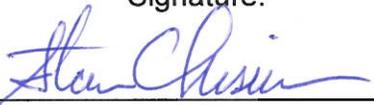
CERTIFICATION TO PURCHASER:

The undersigned **BIDDER/VENDOR** certifies that the vehicle(s) furnished will meet or exceed the specifications.

The **BIDDER/VENDOR** hereby certifies that it has attached all applicable documentation including:

1. Federal Motor Vehicle Safety Standards (**FMVSS**)
2. Altoona Test Certification
3. Buy America Certification Form
4. Domestic Content Worksheet
5. Lobbying Certification Form
6. Government wide Debarment & Suspension Certification Form
7. Certification to Purchaser Form
8. Drawing of proposed floor plan.
9. Printed product literature of the vehicle and all ancillary equipment

The undersigned **BIDDER/VENDOR** certifies that it has read all of the bid documents and agrees to abide by the terms, certifications, and conditions thereof.

| | |
|--|--|
| Name of Company: Alliance Bus Group Inc | Printed Name of Person Completing Form: Stan Chisum |
| Address: (City, State, Zip) 820 Office Park Circle Lewisville TX 75057 | SS# or Tax ID #: 27-4466560 |
| Telephone: (Area Code) (972) 221-4440 | Signature:  |

| Disadvantaged Business Enterprise Information (DBE) | Bidders type of organization (circle) | |
|---|---------------------------------------|------------------------|
| Is your firm a DBE? no | Sole Proprietorship | General Proprietorship |
| (yes) (no) | <u>Corporation</u> | Limited Partnership |
| If yes, what type? | Other? Please List | |

BIDDER/VENDOR CHECKLIST

THE FOLLOWING CHECKLIST MUST BE COMPLETED BY THE BIDDER/VENDOR BEFORE THE BID IS SUBMITTED.

This checklist will be used to ensure that all required procurement clauses and certifications listed within these special provisions have been read, initialed, and signed by the Bidder/Vendor along with any necessary signed certifications.

Section I. FOR ALL BIDS:

Bidder's initial all lines below:

- | | |
|--|------------|
| FMVSS CERTIFICATION: Circled all applicable Standards & Signed? | X _____ |
| A. Incorporation of Federal Transit Administration Terms: Read? | X _____ |
| B. Federal Changes: Read? | X _____ |
| C. DBE Certification: Read? | X _____ |
| D. Air Conditioning Performance: Read? | X _____ |
| E. Interest of Members of or Delegates to Congress: Read? | X _____ |
| F. Prohibited Interest: Read? | X _____ |
| G. Cargo Preference: Read? | X _____ |
| H. Energy Conservation: Read? | X _____ |
| I. Clean Water and Air: Read? | X _____ |
| J. No Obligation By the Federal Government: Read? | X _____ |
| K. Program Fraud and False or Fraudulent Statements: Read? | X _____ |
| L. Contract Work Hours: Read? | |
| 1. Overtime requirements: | X _____ |
| 2. Violation; liability for unpaid wages: | X _____ |
| 3. Withholding for unpaid wages: | X _____ |
| 4. Subcontracts: | X _____ |
| 5. Payrolls and basic records: | X _____ |
| M. Civil Rights: Read? | |
| 1. Nondiscrimination: | X _____ |
| 2. Equal Employment Opportunity: | X _____ |
| N. Altoona Test Certification: Completed the following? | |
| 1. Report Summary enclosed? Attached? | X _____ |
| 2. Report # <u>PTI-BT-R1005</u> : Completed? | X _____ |
| O. Debarment and Suspensions: Read & Understood? | X _____ |
| 1. EPLS Report www.epls.gov (Must Not be Debarred) | X _____ |

CONTINUED BIDDER/VENDOR CHECKLIST

Section II.

- A. **Buy America Certification:** Completed and signed? X
- B. **Domestic Content Worksheet:** Calculated, Completed & Signed? X
- C. **Lobbying Certification signed:** Completed and signed? X

Section III. CERTIFICATION TO PURCHASER Completed and signed? X

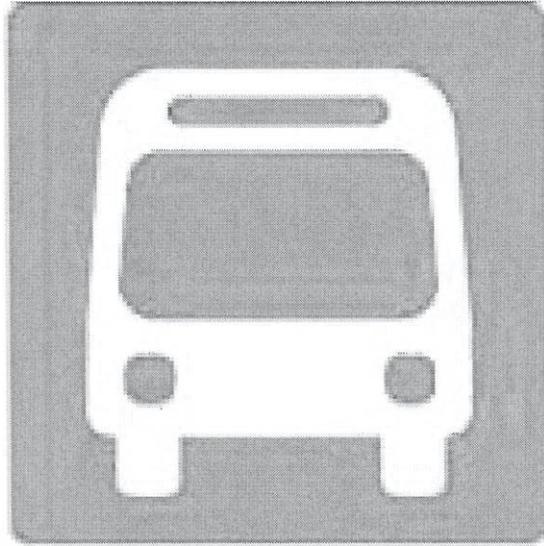
I hereby attest that each item was reviewed and that my initials above indicate that the item was properly executed on this date.

ALLIANCE BUS GROUP, INC 5-19-2014

Bidder/Vendor Company **Date**

STAN CHISUM  5-19-2014

Bidder/Vendor Representative **Date**



OKLAHOMA MOTOR VEHICLE COMMISSION



Certificate of License

265

THE OKLAHOMA MOTOR VEHICLE COMMISSION
has licensed

ALLIANCE BUS GROUP
820 OFFICE PARK CIRCLE
LEWISVILLE, TEXAS 75057

AS AN AUTHORIZED
Distributor

And is responsible for the management of its operations and
personnel as provided by the laws of the State of Oklahoma.

IN TESTIMONY WHEREOF WE SET OUR HAND AND CAUSE TO BE AFFIXED

THE SEAL OF THE
OKLAHOMA MOTOR VEHICLE COMMISSION

Richard Reynolds
Chairperson

Roy K Dockum
Executive Director

Issue Date: 06/13/2013

Expires: 06/30/2014

SECTION III

STURAA TEST

7 YEAR

200,000 MILE BUS

from

DIAMOND COACH CORPORATION

MODEL VIP 2200

JULY 2010

PTI-BT-R1005

PENNSTATE



**The Thomas D. Larson
Pennsylvania Transportation Institute**

201 Transportation Research Building
The Pennsylvania State University
University Park, PA 16802

(814) 865-1891

Bus Testing and Research Center

2237 Old Route 220 N.
Duncansville, PA 16635

(814) 695-3404

EXECUTIVE SUMMARY

Diamond Coach Corporation submitted a model VIP 2200, gasoline-powered 15 seat (including the driver) 23-foot bus, for a 7 yr/200,000 mile STURAA test. The bus is built on a Ford Motor Co. E 450 Super Duty chassis. The odometer reading at the time of delivery was 1,220 miles. Testing started on April 8, 2010 and was completed on July 21, 2010. The Check-In section of the report provides a description of the bus and specifies its major components.

The primary part of the test program is the Structural Durability Test, which also provides the information for the Maintainability and Reliability results. The Structural Durability Test was started on April 19, 2010 and was completed on June 30, 2010.

The interior of the bus is configured with seating for 15 passengers including the driver. Free floor space will accommodate 6 standing passengers resulting in a potential load of 21 persons. At 150 lbs per person, this load results in a measured gross vehicle weight of 13,410 lbs. The first segment of the Structural Durability Test was performed with the bus loaded to a GVW of 13,410 lbs. **Note: at Gross Vehicle Load (GVL) the weight of the rear axle is 150 lbs over the rear GAWR.** The middle segment was performed at a seated load weight of 12,530 lbs and the final segment was performed at a curb weight of 9,440 lbs. Durability driving resulted in unscheduled maintenance and failures that involved a variety of subsystems. A description of failures, and a complete and detailed listing of scheduled and unscheduled maintenance is provided in the Maintainability section of this report.

Effective January 1, 2010 the Federal Transit Administration determined that the total number of simulated passengers used for loading all test vehicles will be based on the full complement of seats and free-floor space available for standing passengers (150 lbs per passenger). The passenger loading used for dynamic testing will not be reduced in order to comply with Gross Axle Weight Ratings (GAWR's) or the Gross Vehicle Weight Ratings (GVWR's) declared by the manufacturer. Cases where the loading exceeds the GAWR and/or the GVWR will be noted accordingly. During the testing program, all test vehicles transported or operated over public roadways will be loaded to comply with the GAWR and GVWR specified by the manufacturer.

Accessibility, in general, was adequate, components covered in Section 1.3 (Repair and/or Replacement of Selected Subsystems) along with all other components encountered during testing, were found to be readily accessible and no restrictions were noted.

The Reliability section compiles failures that occurred during Structural Durability Testing. Breakdowns are classified according to subsystems. The data in this section are arranged so that those subsystems with more frequent problems are apparent. The problems are also listed by class as defined in Section 2. The test bus encountered no Class 1. Of the seven reported failures, six were Class 3 and one was a Class 2.

The Safety Test, (a double-lane change, obstacle avoidance test) was safely performed in both right-hand and left-hand directions up to a maximum test speed of 45 mph. The performance of the bus is illustrated by a speed vs. time plot. Acceleration and gradeability test data are provided in Section 4, Performance. The average time to obtain 50 mph was 20.38 seconds. The Stopping Distance phase of the Brake Test was completed with the following results; for the Uniform High Friction Test average stopping distances were 24.25' at 20 mph, 51.71' at 30 mph, 84.40' at 40 mph and 106.38' at 45 mph. The average stopping distance for the Uniform Low Friction Test was 26.20'. There was no deviation from the test lane during the performance of the Stopping Distance phase. During the Stability phase of Brake Testing the test bus experienced no deviation from the test lane but did experience pull to the left during both approaches to the Split Friction Road surface. The Parking Brake phase was completed with the test bus maintaining the parked position for the full five minute period with no slip or roll observed in both the uphill and downhill positions.

The Shakedown Test produced a maximum final loaded deflection of 0.237 inches with a permanent set ranging between -0.005 to 0.004 inches under a distributed static load of 8,325 lbs. The Distortion Test was completed with all subsystems, doors and escape mechanisms operating properly. No water leakage was observed throughout the test. All subsystems operated properly.

The bus submitted for testing was not equipped with any type of tow eyes or tow hooks therefore the Static Towing Test was not performed. The Dynamic Towing Test was performed by means of a front-lift tow. The towing interface was accomplished using a hydraulic under-lift wrecker. The bus was towed without incident and no damage resulted from the test. The manufacturer does not recommend towing the bus from the rear, therefore, a rear test was not performed. The Jacking and Hoisting Tests were also performed without incident. The bus was found to be stable on the jack stands, and the minimum jacking clearance observed with a tire deflated was 7.3 inches.

A Fuel Economy Test was run on simulated central business district, arterial, and commuter courses. The results were 6.89 mpg, 7.13 mpg, and 11.41 mpg respectively; with an overall average of 7.86 mpg.

A series of Interior and Exterior Noise Tests was performed. These data are listed in Section 7.1 and 7.2 respectively.