



2014 ELDORADO AMERIVAN PT

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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

SECTION "P"
ADA SIDE RAMP ACCESSIBLE MINIVAN
RESPONSE SHEET

BASE
VEHICLE

COST PER
UNIT

Minivan ADA Vehicle

\$ 36,869.00 / ea.

Specify Overall Vehicle Length (outside of front bumper to outside of Rear bumper): 17 Ft

OPTIONAL ITEMS

COST

CNG CONVERSION BI-FUEL:

Option Price: \$ 14,995.00 /ea.

POWER RAMP AND DOOR:

Option Price: \$ 2500.00 /ea.

FOLD-AWAY CENTER SEAT:

Option Price: \$ 850.00 /ea.

BACK-UP MONITOR SYSTEM:

Option Price: \$ 650.00 /ea.

TWO-WAY RADIO SYSTEM: UHF:

Option Price: \$ 750.00 /ea.

TWO-WAY RADIO SYSTEM: VHF

Option Price: \$ 750.00 /ea.

TWO-WAY RADIO SYSTEM: Kenwood Option Price: \$ 1050.00 /ea.

INTEGRATED CHILD SEAT:

Option Price: \$ N/A /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 to accommodate options

RFP EXECPTIONS:

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

CNG Bi Fuel Capacity is 11.4 GGE.





**STATE OF OKLAHOMA
Statewide Contract SW797**

EIDorado National Amerivan PT
BID OPENING: May 20, 2014 @ 3:00

STANDARD CARAVAN FEATURES

Dodge Caravan minivan
3.6 liter V6 gasoline engine
121.2" wheelbase, 20 gallon fuel tank, 6,050 GVWR
4 speed automatic transmission w/ electronic overdrive
160 amp alternator
Dual air bags (Side impact air bags are disabled as a result of the conversion)
Tilt steering column & cruise control
Power driver seat
OEM front & rear a/c & heat
Power windows & door locks
Tinted Solar-Ray glass
Remote controlled exterior driver mirrors
Manual sliding passenger doors, each side
Grab handles at driver and passenger entrance doors
AM/FM/CD stereo
Daytime running lights
Steel belted radial tires w/ white steel wheels & wheel covers (P225/65Rx16)
Compact spare tire w/ jack & lug wrench
Four link mechanical coil over shock suspension
Maintenance free battery 600 cca
4 wheel disc brakes w/ ABS
Full body white exterior
High back reclining driver's seat on fixed pedestal w/ armrests & fabric upholstery
Matching co-pilot seat on removable pedestal for wheelchair securement
Rear split bench seat w/ OEM fabric upholstery

UPGRADES TO STANDARD CARAVAN FEATURES

Full size spare tire & wheel
Body Side Cladding with step \$ LED lights

STANDARD BODY FEATURES

14" lowered stainless steel floor w/ 3/8" marine grade plywood
54" manual fold out ramp - 31" width
Side ground effects
Altro transit grade floor covering
Reverse alarm
1 - Q-Strait 4-point wheelchair securement
Emergency rear exit cable & sign

UPGRADES & OPTIONAL FEATURES

CLIMATE CONTROL

Modify rear a/c & heat

PASSENGER SEATS

OEM- Dodge Cloth seats

Rear foldable footrests

WHEELCHAIR ACCESSIBILITY FEATURES

Upgrade wheelchair securements to Q-Straint QRT Max

Additional set of Q-Straint 4 point securements

Q-Straint storage box

4- 16" Quick Straps for WC attachment

2- 10" belt extensions

SAFETY FEATURES & EQUIPMENT

16 unit first aid kit, triangle reflector kit

5lb Fire Extinguisher per specifications

Bloodborne Pathogen Kit

ADA Interior signage

EXTERIOR PAINT

Dodge OEM White

Mud Flaps

SUPPORT MATERIALS

EIDorado National As Built owners manual (USB)

QRT Training Video

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

*Van & Engine warranty are provided by an authorized Dodge dealer

Stainless Steel Floor Structure, Rust Protection - 7 years/70,000 miles

Wheelchair Securements: Q-Straint QRT 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, INC

820 Office Park Circle

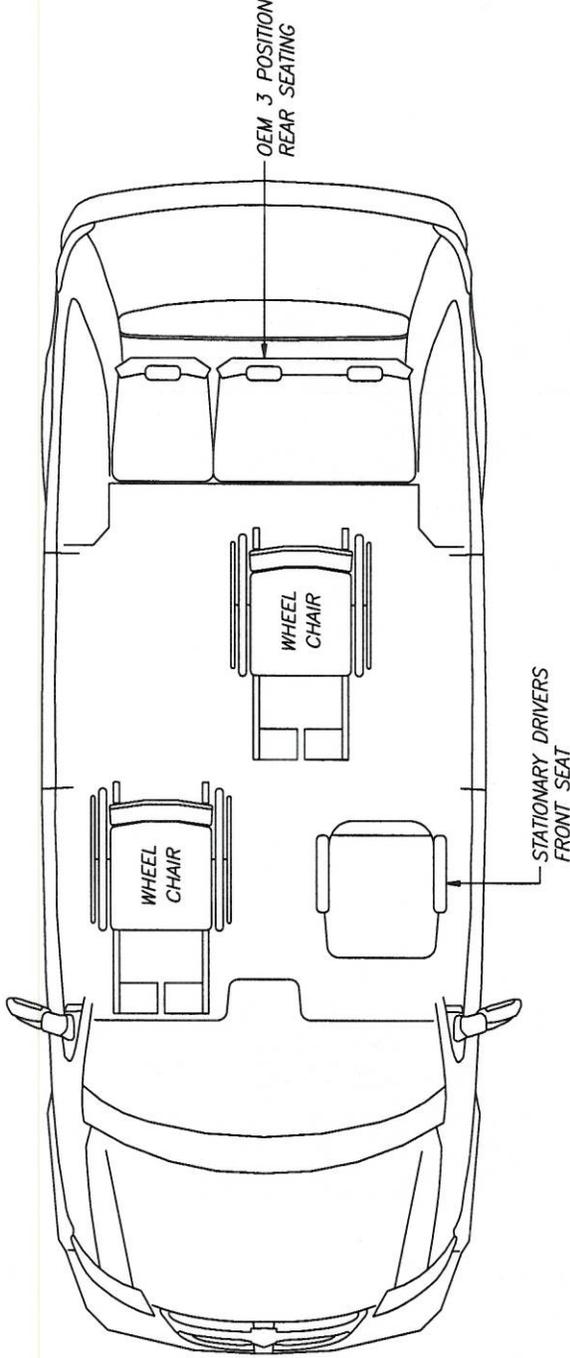
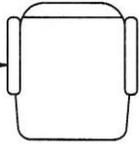
Lewisville, TX 75057

972-221-4440 or 800-880-5620

Fax: 972-221-5440

Web Site: www.alliancebusgroup.com

REMOVABLE PASSENGER FRONT SEAT



Eldorado National

1655 WALL STREET
SALINA, KS. 67401

— a THOR company —

TITLE:

2008 CHRYSLER RT FLOOR PLAN LAYOUT 04

MATERIAL SPEC:

N/A

PART NUMBER

RT FLOOR PLAN 04

PAGE

1 of 1

DRAWING INFORMATION

DRAWN: GREEN CKD:

DATE: 04/22/08

SCALE: 1:32

TOLERANCE UNLESS SPECIFIED

FRACTIONS ± 1/16

DECIMALS .00 ± .06

ANGLES ± 1 DEG.

NEXT ASSEMBLY: NONE

SUPERCEDES: NONE

DO NOT SCALE DRAWING

MARK PART NUMBER AND REVISION ON ALL PARTS

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RELEASE TO PRODUCTION

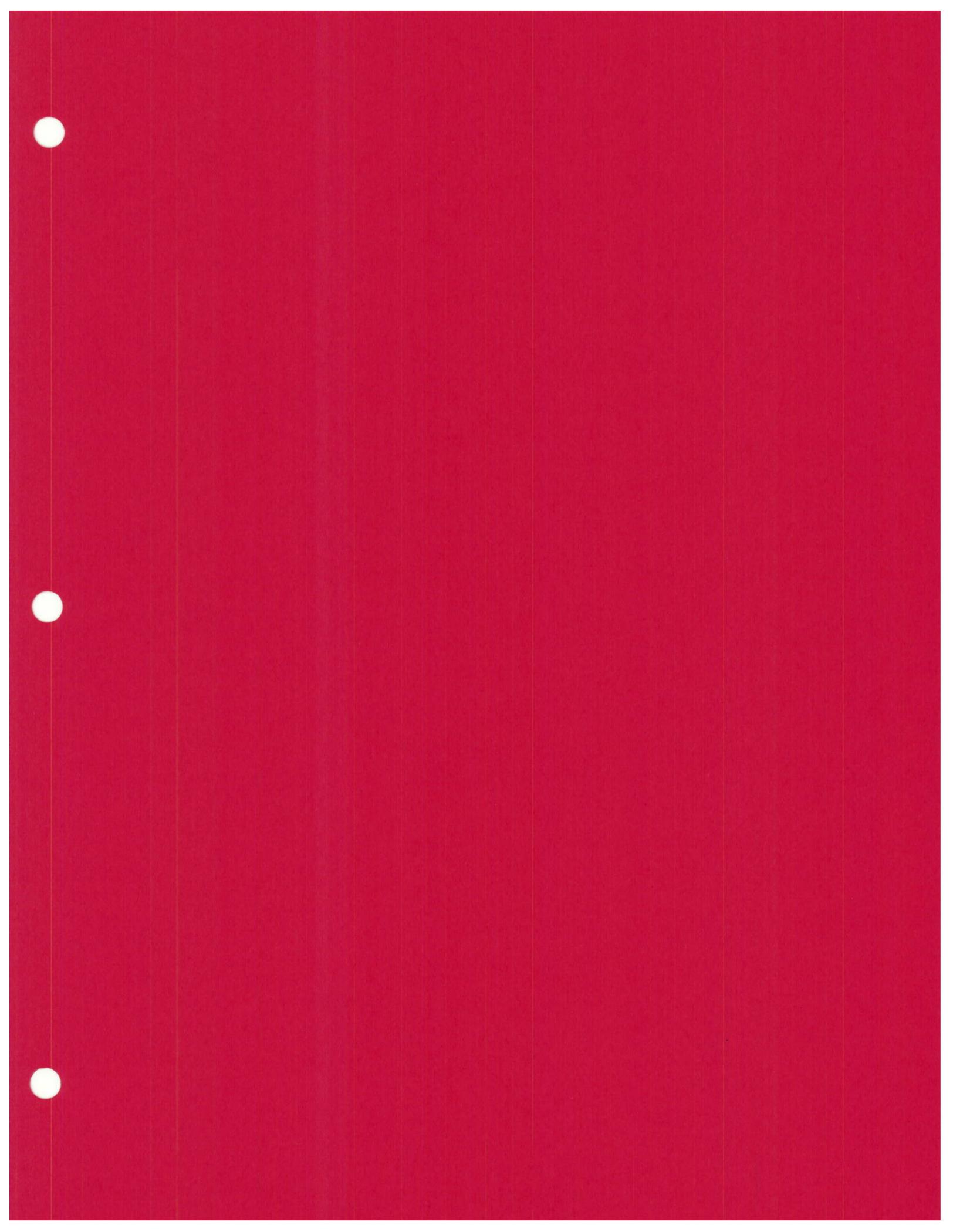
RELEASE #

REV. BY DATE

DESCRIPTION

DESCRIPTION

DESCRIPTION





Side entry low floor accessible paratransit mini van
DODGE GRAND CARAVAN



The Amerivan PT Dodge conversion is fully ADA compliant providing single and multi-unit owners with a durable, cost efficient alternative to larger vans.

The Amerivan PT Dodge designs have passed all applicable FMVSS/CMVSS crash testing requirements, are Altoona tested and Federal Transit Administration approved for all Buy America applications. Spacious, durable and comfortable, the Amerivan PT Dodge delivers unmatched safety, maximum flexibility, ease of operation and is the best value for your money.



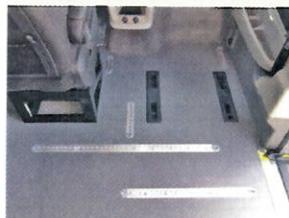
FIRST-CLASS FEATURES ARE STANDARD

Made specifically for the transit market, the Amerivan PT Dodge is equipped with 60" of interior height at mid and front cabin. The sturdy ADA 31" manual foldout ramp has an easy to use swing out gate feature standard for quick and clear access for all passengers. An optional swing in or fixed ramp makes the Amerivan PT the ideal choice for the transit market.



CONSUMER FEATURES...
COMMERCIAL DURABILITY

The Amerivan PT Dodge represents the best in a premium quality lowered-floor minivan for light transit use. Our Amerivan PT Dodge conversion has been Altoona tested for 4years/100,000 miles for proven dependability.



BUILT TO LAST

The Amerivan PT's **stainless steel** floor and door extensions offer maximum protection from rust and corrosion. Every Eldorado National component of the Amerivan PT has undergone rigid testing for safety and performance and meets or exceeds all applicable U.S. and Canadian standards. All the renowned construction features of the consumer version, including the standard all **stainless steel** floor, is delivered in an economical, durable commercial version.

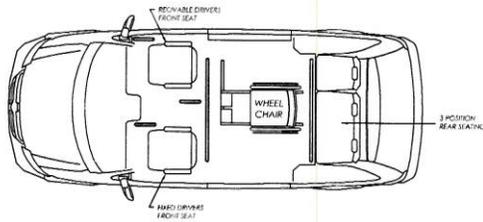
Eldorado 
National - Kansas

DESIGNED AND BUILT IN THE USA! 

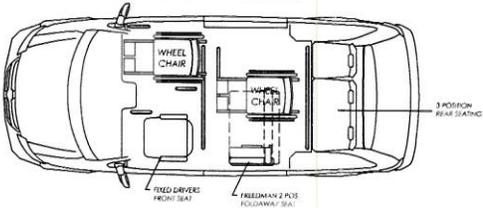
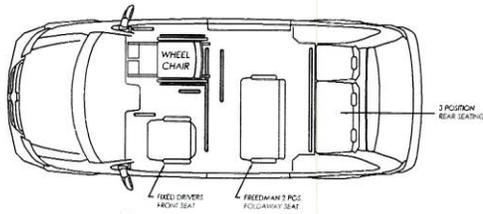
POPULAR FLOORPLANS

(Note: this is only a partial listing of available floorplans. To find a floorplan meeting your exact needs, contact your Eldorado National dealer.)

STANDARD MODEL



OPTIONAL MODELS



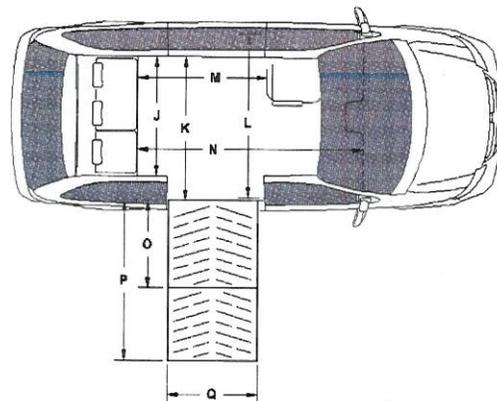
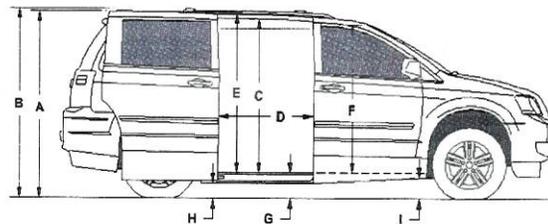
TECHNICAL SPECIFICATIONS

All dimensions are for reference only and may be subject to change without notice.

| | |
|--|---------|
| A Overall Height of Van | 73 3/4" |
| B Overall Height of Van with Luggage Rack | 75 3/4" |
| C Door Opening Usable Height | 56" |
| D Door Opening Usable Width | 33" |
| E Interior Height at Center of Van w/ Console | 58" |
| F Interior Height at Driver & Passenger Position | 60" |
| G Ground to Floor Height (Normal) | 10-3/4" |
| H Ground Clearance at Sliding Door | 6-1/4" |
| I Ground Clearance at Frame (Empty) | 6" |
| J Interior Width at 3rd Rear Row | 38" |
| K Interior Width at Middle of Ramp | 66" |
| L Interior Width at B-Pillar | 60" |
| M Interior Length of Floor Behind Front Seat | 55-1/2" |
| N Interior Length of Floor Overall | 87" |
| O Ramp Length, First Section Only | 34-1/2" |
| P Ramp Length Overall | 54" |
| Q Ramp Usable Width | 31" |

NOTE:

- 1) DIMENSION "E" CHANGES TO 61" WITHOUT OEM CONSOLE INSTALLED.
- 2) OVERALL HEIGHT AND GROUND CLEARANCE DIMENSIONS LISTED WITH 17" TIRES



At Eldorado National, we constantly improve our product; as a result all specifications and dimensions are subject to change without notice.



Eldorado
National - Kansas

1655 Wall Street • Salina, KS 67401
(866) 392-6300
www.amerivans.com

ELDORADO NATIONAL AMERIVAN LIMITED WARRANTY

EIDorado National Corporation (ENC) warrants to the original purchaser of this product that EIDorado National will repair or replace, at its option, any parts that fail because of defective material or workmanship as follows:

- Repair or replace for a period of 7 years or 70,000 miles (112,000 km), whichever comes first, the structural metal component of the EIDorado National installed floor and ramp. These components are warranted for "rust-through" damage. Surface rust is not covered.
- Repair or replace for a period of 3 years from the in-service date or 36,000 miles (58,000 km), whichever occurs first, all other **Amerivan** components. Maintenance items and normal wear and tear excluded.
- Labor costs for specified parts replaced under this warranty for a period of three years or 36,000 miles from date of purchase. An EIDorado National rate schedule determines the parts covered and labor allowed. Under normal circumstances, an authorized EIDorado National **Amerivan** service technician must perform warranty work. In an emergency, and if service from a **Amerivan** service technician is not readily available, it is the owners responsibility to contact EIDorado National for authorization prior to commencement of any repair, and EIDorado National reserves the right to limit the extent of those repairs. Unauthorized repair or parts replacement by someone other than an authorized **Amerivan** service technician is not covered by this warranty. EIDorado National also reserves the right to require that defective parts be returned for inspection prior to paying warranty claims. Diagnostic work or troubleshooting is not covered by this warranty.

EIDorado National reserves the right to discontinue models or options, change specifications, materials, equipment or design at any time without notice and without incurring obligation.

This warranty is in lieu of any other warranty expressed or implied. This warranty covers only those parts installed by EIDorado National and is intended to supplement the vehicle manufacturer warranty. Refer to the vehicle manufacturer warranty coverage of original vehicle equipment.

This Warranty Does Not Cover:

- Damage caused by accident, road hazard, misuse, lack of proper maintenance, failure to follow towing, hoisting, and other operating instructions.

NOTE: EIDorado National recommends that this product be inspected by an authorized EIDorado National service technician at least once every six months or sooner if necessary. Any required maintenance or repair should be performed at that time.

WARNING

THIS PRODUCT HAS BEEN DESIGNED AND MANUFACTURED TO EXACT SPECIFICATIONS. ANY MODIFICATION OF THIS PRODUCT CAN BE DANGEROUS.

This Warranty Is Void If:

- The conversion has been maintained or repaired by someone other than a authorized EIDorado National **Amerivan** service technician, or by a person not authorized by EIDorado National to perform such maintenance or repair.
- The conversion has been modified or altered in any respect from its original design without written authorization by EIDorado National.

EIDorado National disclaims liability for any personal injury or property damage that results from operation of an EIDorado National product that has been modified from the original EIDorado National design. No person or company is authorized to change the design of this EIDorado National product without written authorization by EIDorado National.

EIDorado National's obligation under this warranty is exclusively limited to the repair or exchange of parts that fail within the applicable warranty period.

EIDorado National assumes no responsibility for expenses or damages, including incidental or consequential damages. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply.

Important: The warranty registration card must be completed and returned to EIDorado National within twenty (20) days after installation of this EIDorado National product for the warranty to be valid. The warranty is not transferable.

The warranty gives specific legal rights. There may be other rights that vary from state to state.



VHF AND UHF TRANSCEIVERS

IC-F5021

VHF TRANSCEIVER

IC-F6021

UHF TRANSCEIVER



One
Step Up

128 ch (Max.) /
8 zones

2-Tone, 5-Tone
CTCSS, DTCSS

MDC PTT ID &
MDC emergency call

VHF 50W,
UHF 45W Output

8-character
LCD display

Optional voice
scrambler



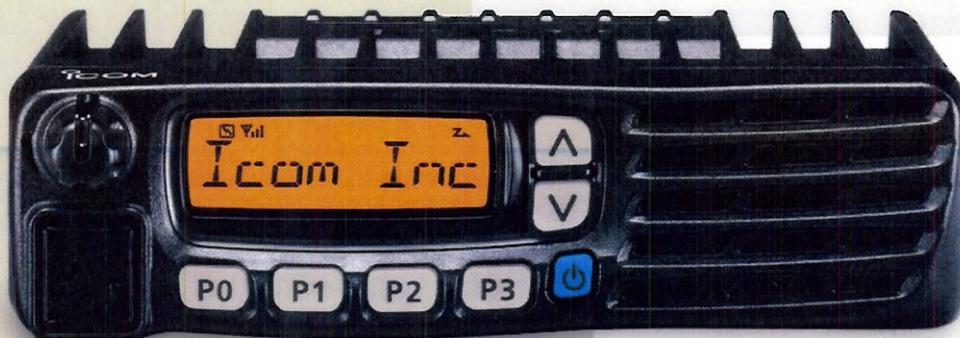
Features, Performance, Value For the Everyday LMR User

The IC-F5021 series is ideal for small-to-mid sized systems for public safety, large industry to light commercial users. The IC-F5021 series offers multiple signaling, advanced scanning, improved external channel control capability and wide frequency coverage packed in a compact body. This rugged mobile easily exceeds your expectations with its reliable performance and communication quality.



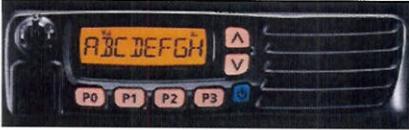
VHF TRANSCEIVER **50W**
IC-F5021

UHF TRANSCEIVER **45W**
IC-F6021



128 memory channels

128 channels (Max.) separated into 8 memory zones. Memory channels can be identified with the 8-character channel name and selected easily with the up/down buttons.



Front mounted speaker

4 watts (typ.) front mounted speaker delivers clear and loud audio. With the speaker facing the operator, audio can be clearly heard without impediment during operation.

6 programmable buttons

A pair of up/down and P0-P3 function assignable buttons allow you to customize functions to meet specific needs. An independent volume knob offers simple, convenient operation.

MIL grade rugged construction

The tough aluminum die-cast chassis and polycarbonate front panel have been tested to the MIL standard 810F. With this heavy-duty construction, the IC-F5021 series provides reliable operation over the long term in all manners of rugged environments.

Most popular signalings built-in

Use the built-in 2-Tone, 5-Tone, CTCSS and DTCS capabilities as standard to set up your own talk groups, PTT ID and quiet stand-by when others are talking. The IC-F5021 series has added CTCSS/DTCS high speed decode and 2-Tone decode accuracy.

MDC 1200 compatible

The following MDC features are available with the built-in MDC signaling.

- PTT ID (TX/RX)
- Radio check (RX)
- Radio stun (RX)
- Radio revive (RX)
- Emergency TX/RX (No ACK)
- 5 alias table (Max.)

Multiple 2-Tone, Multiple 5-Tone

Up to ten 2-Tone and eight 5-Tone codes can be decoded on a channel. When a matched tone is received, the following items are programmable for each code.

- Beep sound
- Answer back
- Scan
- Bell icon
- Radio stun/kill/revive

Radio kill, stun and revive

The radio kill/stun functions disable a lost or stolen radio over the air, eliminating security threats from undesired listeners. When the stun command is received, all functions will be temporary locked out until the revive command is received or the unlock password is entered.

Lone worker function

When the radio is not operated for a preset period, the radio sounds a beep and requires you to push any button. If the radio is still not operated for a specified wait period, an emergency signal automatically transmits and informs co-workers that something may have happened to the individual worker.

Mode dependent scan

In the mode dependent setting, the scanning setting is dependent on the operating channel. When you change the operating channel, the scanning list automatically changes to the list set for that channel. It is convenient when you move to a different operating area and change operating channel, you don't have to change the scanning setting.

Tx channel setting and Talk back function

The Tx channel setting allows you to program a transmission channel while scanning. Start channel, last detected channel, priority and preprogrammed channel are selectable. Prior to the Tx channel setting, the talk back function allows you to talk on the last detected channel, while scanning resumes after a preset time. The user can easily make a quick response with this function.

Wide frequency coverage

The IC-F5021 series covers a wide frequency range in one version (VHF 136-174MHz, UHF 400-470 or 450-512MHz).

Compatible with IC-F3021/F4021 series handheld

The IC-F5021/F6021 series is designed to be a companion to our IC-F3021/F4021 series handheld transceiver. The number of channels and banks, signaling formats, programming software and voice scrambler are compatible. Take advantage of the shared functionality to complete your communications requirements.



Optional unit

The IC-F5021 series has a 40-pin option slot for adding an optional unit. Optional voice scrambler units, UT-109R or UT-110R provide secure private conversation. Optional DTMF decoder unit, UT-108R offers DTMF decode capability.

External memory channel control with optional ACC cable

With the optional OPC-1939 D-SUB 15-pin ACC cable, the IC-F5021 series can be programmed to control an operating channel from an external device (up to 16 preprogrammed channels). The ACC connector also provides an ignition sensing function, external PTT, PC command, horn honk, audio output and modulated signal input depending on programming.



Photo includes optional OPC-1939

Other features

- Wide/narrow (25/12.5kHz) channel spacing
- Embedded ESN
- ± 2.5 ppm frequency stability
- Microphone hanger action programmable
- Optional DTMF microphone (HM-152T)
- 8 DTMF autodial memories
- BIIS 1200 PTT ID transmission
- Power-on password function
- Nuisance delete function
- Time-out-timer, Lock-out penalty timer and more



SPECIFICATIONS

GENERAL

- Frequency range :
 - IC-F5021 136-174MHz
 - IC-F6021 400-470MHz, 450-512MHz
- Number of Channels : Max. 128 Ch/ 8 zones
- Channel spacing : 12.5/25kHz, 15/30kHz
- PLL channel step : 2.5kHz, 3.125 kHz
- Antenna impedance : 50Ω (SO-239)
- Operating temp. range : -30°C to +60°C ; -22°F to +140°F
- Power supply requirement: 13.6V DC
- Current drain (approx.) :
 - Tx 50W/45W 14.0A
 - Rx Max. audio 1.2A
 - Stand-by 300mA
- Dimensions (WxHxD) : 150x40x167.5 mm; (Projections not included) 5²⁹/₃₂x1¹/₁₆x6¹⁹/₃₂ in
- Weight : 1.1kg; 2.4lb (approx.)

TRANSMITTER

- Output power VHF : 50W (at 13.6V DC) UHF 45W
- Max. frequency deviation: ± 5kHz/± 2.5kHz (W/N)
- Frequency error : ±2.5ppm
- Spurious emissions : 70dB typ.
- FM Hum and Noise : 46dB/40dB typ. (W/N)
- Adjacent channel power : 70dB/60dB min. (W/N)
- Audio harmonic distortion : 3% typ. (40% deviation)
- Modulation limiting : 70-100% of Max. deviation
- External Mic. impedance : 600Ω (8-pin modular)

RECEIVER

- Sensitivity : 0.25μV typ. (at 12 dB SINAD)
- Squelch sensitivity : 0.25μV typ. (at threshold)
- Adjacent Ch. selectivity : 75dB/65dB typ. (W/N)
- Spurious response : 70dB min.
- Intermodulation : 75dB typ.
- Hum and noise ratio : 50dB/45dB typ. (W/N)
- Audio output power : 4W typ. at 5% distortion with a 4Ω load
- External SP connector : 2-conductor 3.5 (d) mm (1/8")/4Ω

Applicable U.S. Military Specifications

Icom makes rugged products that have been tested to and passed the following MIL-STD requirements and strict environmental standards.

| Standard | Method | Procedure |
|-------------------|---------|-----------|
| Low Pressure | 500.4 | I, II |
| High Temperature | 501.4 | I, II |
| Low Temperature | 502.4-3 | I, II |
| Temperature Shock | 503.4 | I |
| Solar Radiation | 505.4 | I |
| Humidity | 507.4 | - |
| Settling Dust | 510.4 | III |
| Vibration | 514.5 | I |
| Shock | 516.5 | I, IV |

Also meets equivalent MIL-STD-810-C, -D and -E.

Measurements made in accordance with TIA-603.

All stated specifications are subject to change without notice or obligation.

Supplied Accessories

- Hand mic. (HM-152)
- Mounting bracket kit
- Key assign stickers
- DC power cable
- Microphone hanger

OPTIONS

Some options may not be available in some countries. Please ask your dealer for details.

HAND MICROPHONES



- HM-152 : Regular hand microphone. Same as supplied.
- HM-152T : DTMF microphone.
- HM-148G : Heavy duty microphone. Self-grounding type.
- HM-148T : Heavy duty microphone with DTMF keypad. Self-grounding type.

DESKTOP MICROPHONE SM-25



Convenient for dispatching, equipped with monitor switch.

EXTERNAL SPEAKERS



- SP-5 : Large external speaker.
- SP-10 : Mid sized external speaker.
- SP-22 : Compact and easy-to-install external speaker.

INTERNAL UNITS



- UT-108R : Provides DTMF decode capability.
- UT-109R : Up to 32 scrambling codes are available.
- UT-110R : Provides higher operating security. Up to 1020 (255 codes x 4 groups) scrambling codes are available.

ACC CABLE OPC-1939



15-pin ACC cable. For connecting with a PC, external speaker, external channel control, ignition sense line or vehicle's horn.

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Your local distributor/dealer:

2013-2014 DODGE CARAVAN

OEM ECU
REFLASH!!!



- SEAMLESS INTEGRATION
- OPTIMIZED FUEL ECONOMY
- PRESERVED CARGO SPACE
- PRECISION CALIBRATION
- FACTORY RELIABILITY
- ADVANCED FLEET SUPPORT
- SATISFACTION GUARANTEED
- NO AUXILIARY ELECTRONIC PROCESSOR
- NO CUTTING OR SPLICING FACTORY HARNESS

SUPERIOR STANDARDS & HIGHER QUALITY

- Engineering verified fuel system features electronic solenoid valves with integrated pressure relief device and sealed tank enclosure.
- Digital fuel pressure gauge displays fuel level as a 4-digit numerical value.
- Specialized engine calibration to optimize fuel economy and performance in all environments.
- No engine hesitation or cold start issues, improved drivability.
- Warranty: 3 years, 36,000 miles parts and labor on all CNG related components
8 years, 80,000 miles on all emission related CNG parts.

PASSENGER CONFIGURATIONS

- 3.6L Pentastar V6 Engine
- Estimated 17 (city) and 25 (hwy) MPG
- Cargo Area: Rear cargo area loses appx. 10" of cargo space
- Electronic pressure gauge

OPTIONAL CONFIGURATIONS

- ADA Paratransit Side Entry, or Ram CV (Cargo Version)
- 11 or 15 GGE - Type 4 Composite tank packages
- Dedicated or Bifuel CNG Fuel System



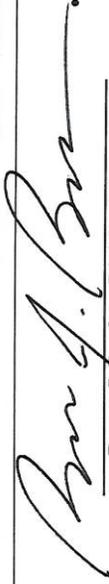


**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
2014 MODEL YEAR
CERTIFICATE OF CONFORMITY
WITH THE CLEAN AIR ACT OF 1990**

**OFFICE OF TRANSPORTATION
AND AIR QUALITY
ANN ARBOR, MICHIGAN 48105**

Certificate Issued To: World CNG
(Alternative Fuel Converter)
Certificate Number: EWRDT03.6EDB-003

Effective Date:
04/24/2014
Expiration Date:
12/31/2014


Byron J. Bunker, Division Director
Compliance Division

Issue Date:
04/24/2014
Revision Date:
N/A

Test Group Name: EWRDT03.6EDB
Evaporative/Refueling Family Name: EWRDR0116PK1
Applicable Exhaust Emission Standards: Federal Tier 2 Bin 4
Applicable Evaporative/Refueling Standards:

Engine Displacement: 3.6 Liters
Exhaust Emission Test Fuel Type: CNG
Full Useful Life Miles: Exhaust Emissions: 120,000 miles
Full Useful Life Miles: Evaporative/Refueling Emissions: 120,000 miles

Models Covered: Chrysler Vehicle Division: Chrysler, Town & Country FWD, Dodge Grand Caravan FWD
Vehicle models covered by this certificate were originally produced by Chrysler Group LLC in model year 2014 to operate on Gasoline and have been modified by the above named manufacturer to operate on Dedicated CNG.
OEM Vehicle Test Group: ECRXT03.65P0; OEM Evaporative Family: ECRXR0116PK1

Pursuant to section 206 of the Clean Air Act (42 U.S.C. 7525) and 40 CFR Parts 85, 86, 88, 1037, and 600 as applicable, this certificate of conformity is hereby issued with respect to test vehicles which have been found to conform to the requirements of the regulations on Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines (40 CFR Parts 85, 86, 88, 1037, and 600 as applicable) and which represent the new motor vehicle models listed above by test group and evaporative/refueling emission family, more fully described in the application of the above named manufacturer. Vehicles covered by this certificate have demonstrated compliance with the applicable emission standards as more fully described in the manufacturer's application. This certificate covers the above models, which are designed to meet the applicable emission standards specified in 40 CFR Parts 85, 86, 88, 1037, and 600 as applicable at both high and low altitude as applicable.

EPA is issuing this certificate subject to the conditions and provisions of 40 CFR 86.1848(c), and 40 CFR 1037 as applicable.

REDUCED FEE CERTIFICATE: EPA is issuing this certificate under the reduced fee provisions of 40 CFR 1027.120. This certificate covers up to 20 vehicles. A revised certificate and an additional fee payment are required if the number of vehicles covered by this certificate exceeds 20 vehicles.

This certificate covers only those new motor vehicles or vehicle engines which conform, in all material respects, to the design specifications that apply to those vehicles or engines described in the documentation required by 40 CFR Parts 85, 86, 88, 1037, and 600 as applicable and which are produced during the 2014 model year production period stated on this certificate of the said manufacturer, as defined in 40 CFR Parts 85, 86, 88, 1037, and 600 as applicable. The manufacturer shall obtain the approval of the California Air Resources Board (in the form of an executive order issued by the California Air Resources Board) prior to introducing any vehicle covered by this certificate into commerce 1) in the State of California, or 2) in a State that, under the authority of Section 177 of the Clean Air Act, has adopted and placed into effect the California standards to which this test group has been certified.

Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel are equipped with an emission control device which the Administrator has determined will be significantly impaired by the use of leaded fuel. This certificate is issued subject to the conditions specified in 40 CFR 80.24. Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel, otherwise covered by this certificate, which are driven outside the United States, Canada, Mexico, Japan, Australia, Taiwan and the Bahama Islands will be presumed to have been operated on leaded fuel resulting in deactivation of the catalysts. If these vehicles are imported or offered for importation without retrofit of the catalyst, they will be considered not to be within the coverage of this certificate unless included in a catalyst control program operated by manufacturer or a United States Government Agency and approved by the Administrator.

In the case of completely assembled vehicles, this certificate of conformity covers only vehicles which are completely manufactured prior to January 1, 2015. Normally incompletely assembled vehicles (such as cab chassis) may be completed after this date, provided that the basic manufacturing (including installation of the emission control system) was completed prior to January 1, 2015. This certificate does not cover vehicles sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

SECTION II

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

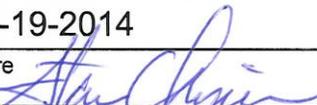
**THE FOLLOWING REQUIREMENTS AND CONDITIONS ARE INCLUDED AS AN
ESSENTIAL PART OF THE SPECIFICATIONS ATTACHED HERETO.**

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

Eldorado National - Kansas



| Eldorado National | | | |
|--|---|--|--|
| Amerivan - Chrysler / Dodge / Volkswagen - 2014 | | | |
| Date: 28 Dec 2013 | | Rev: _____ | By: Greg Larsen Engineering, Standard Compliance |
| F/CMVSS Number | Title | Level of compliance Discussion of results of review | Required documentation Method of demonstrating compliance |
| 101 | Location and Identification of Controls and Displays | The vehicle meets F/CMVSS 101 requirements. | No alterations are made to the OEM controls and displays as provided by the vehicle manufacturer. OEM pass through. |
| 102 | Transmission Control Functions | The vehicle meets F/CMVSS 102 requirements. | No alterations are made to the OEM transmission control system as provided by the vehicle manufacturer. OEM pass through. |
| 103 | Windshield Defrosting and Defogging | The vehicle meets F/CMVSS 103 requirements. | No alterations are made to the OEM defrosting and defogging system as provided by the vehicle manufacturer. OEM pass through. |
| 104 | Windshield Wiping and Washing System | The vehicle meets F/CMVSS 104 requirements. | No alterations are made to the OEM windshield wiping and washing system as provided by the vehicle manufacturer. OEM pass through. |
| 106 | Brake Hoses | The vehicle meets F/CMVSS 106 requirements. | No alterations are made to the OEM brake hoses as provided by the vehicle manufacturer. OEM pass through. |
| 108 | Lighting Systems and Retroreflective Devices | The vehicle meets CMVSS 108 requirements. | No alterations are made to the OEM required exterior lighting equipment as provided by the vehicle manufacturer. OEM pass through. |
| 110 | Tire Selection and Rims for Vehicles Under 4536 Kilograms GVWR | The vehicle meets F/CMVSS 120 requirements. | No changes are made to OEM wheels or tires. Tires are returned to the original location on the vehicle after vehicle alteration is complete. |
| 111 | Mirrors | The vehicle meets F/CMVSS 111 requirements. | No alterations are made to the OEM rear view mirrors as provided by the vehicle manufacturer. OEM pass through. |
| 113 | Hood Latch System | The vehicle meets F/CMVSS 113 requirements. | No alterations are made to the OEM hood latch system as provided by the vehicle manufacturer. OEM pass through. |
| 114 | Theft Protection | The vehicle meets F/CMVSS 114 requirements. | No alterations are made to the OEM theft protection system as provided by the vehicle manufacturer. OEM pass through. |

| F/CMVSS Number | Title | Level of compliance Discussion of results of review | Required documentation Method of demonstrating compliance |
|-----------------------|--|--|---|
| 115 | Vehicle Identification Number | The vehicle meets CMVSS 115 requirements. | The Vehicle Identification Number (VIN) provided by the OEM is not removed or altered in any way. |
| 116 | Motor Vehicle Brake Fluids | The vehicle meets F/CMVSS 116 requirements. | No alterations are made to the OEM brake fluid. Added fluid is DOT 3 and is dispensed from a clean container. |
| 118 | Power Operated Window, Partition and Roof Panel Systems | The vehicle meets F/CMVSS 118 requirements. | No alterations are made to the OEM power operated window, partition, or roof panel systems as provided by the OEM manufacturer. OEM pass through. |
| 124 | Accelerator control systems | The vehicle meets F/CMVSS 124 requirements. | No alterations are made to the OEM accelerator control system as provided by the vehicle manufacturer. OEM pass through. |
| 126 | Electronic Stability Control | The Vehicle meets F/CMVSS 126 requirements | No alterations are made to the electronic stability control system as provided by the vehicle manufacturer. OEM pass through. |
| 135 | Hydraulic and Electric Brake Systems | The vehicle meets F/CMVSS 135 requirements. | No alterations are made to the OEM hydraulic brake system as provided by the vehicle manufacturer. OEM pass through. |
| 201 | Occupant Protection | The vehicle meets F/CMVSS 201 requirements. | No alterations are made to the OEM occupant protection system as provided by the vehicle manufacturer in the target area. OEM pass through. |
| 202 | Head Restraints | The vehicle meets F/CMVSS 202 requirements. | No alterations are made to the OEM Head restraint system as provided by the vehicle manufacturer. OEM pass through. |
| 203 | Driver Impact Protection | The vehicle meets F/CMVSS 203 requirements. | No alterations are made to the OEM driver impact protection system as provided by the vehicle manufacturer. OEM pass through. |
| 204 | Steering Control Rearward Displacement | The vehicle meets F/CMVSS 204 requirements. | Only slight alterations are made to the OEM steering control system provided by the vehicle manufacturer. Tests conducted have demonstrated successful completion of Standard 204. |
| 205 | Glazing Materials | The vehicle meets F/CMVSS 205 requirements. | No alterations are made to the OEM glazing as provided by the vehicle manufacturer. OEM pass through. |
| 206 | Door locks and door retention Components | The vehicle meets F/CMVSS 206 requirements. | No alterations are made to the OEM door locks or door retention components supplied by the vehicle manufacturer. OEM pass through. |
| 207 | Seating Systems | The vehicle meets F/CMVSS 207 requirements. | No alterations are made to the OEM seats. Front seats are remounted in the original position on a pedestal. Rear seats are remounted using ENC mounts. Tests conducted have demonstrated successful completion of Standard 207. |
| 208 | Occupant Restraint Systems in Frontal Impact | The vehicle meets F/CMVSS 208 requirements. | No alterations are made to the OEM seat belt systems as provided by the vehicle manufacturer. OEM pass through. |

| F/CMVSS Number | Title | Level of compliance Discussion of results of review | Required documentation Method of demonstrating compliance |
|-----------------------|--|---|--|
| 209 | Seat Belt Assemblies | The vehicle meets F/CMVSS 209 requirements. | No alterations are made to the OEM seat belts as supplied by the vehicle manufacturer. OEM pass through. |
| 210 | Seat Belt Anchorages | The vehicle meets F/CMVSS 210 requirements. | Front seats are re-mounted to their original OEM positions, and mounted on pedestals. Tests conducted have demonstrated successful completion of Standard 210. |
| 212 | Windshield Mounting | The vehicle meets F/CMVSS 212 requirements | No alterations were made to the OEM windshield mounting system provided by the manufacturer. Tests conducted have demonstrated successful completion of Standard 212. |
| 213 | Built-In Child Restraint System and Built-In Booster Cushions | The vehicle meets F/CMVSS (213) 213.4 requirements | No built-in Child Restraint Systems are provided. |
| 214 | Side Impact Protection | The vehicle meets F/CMVSS 214 requirements | Tests conducted have demonstrated successful completion of Standard 214. |
| 216 | Roof Crush Resistance | The vehicle meets F/CMVSS 216 requirements | No alterations are made to the OEM roof or vehicle side as provided by the vehicle manufacturer. OEM pass through. |
| 219 | Windshield Zone Intrusion | The vehicle meets F/CMVSS 219 requirements | No alterations are made that would affect the windshield intrusion zone as supplied by the Manufacturer. Tests conducted have demonstrated successful completion of Standard 219. |
| 301 | Fuel System Integrity | The vehicle meets F/CMVSS 301 requirements | Tests conducted have demonstrated successful completion of Standard 301. |
| 302 | Flammability of Interior Materials. | The vehicle meets F/CMVSS 302 requirements. | No alterations are made to the OEM interior materials as provided by the vehicle manufacturer. OEM pass through. Tests conducted on added materials have demonstrated successful completion of Standard 302. |
| Owner manual | | The vehicle is delivered with the original OEM owner's manual, and a supplement manual. | Supplemental owner's manual includes; name, contact numbers and a description of all alterations performed on the vehicle. |

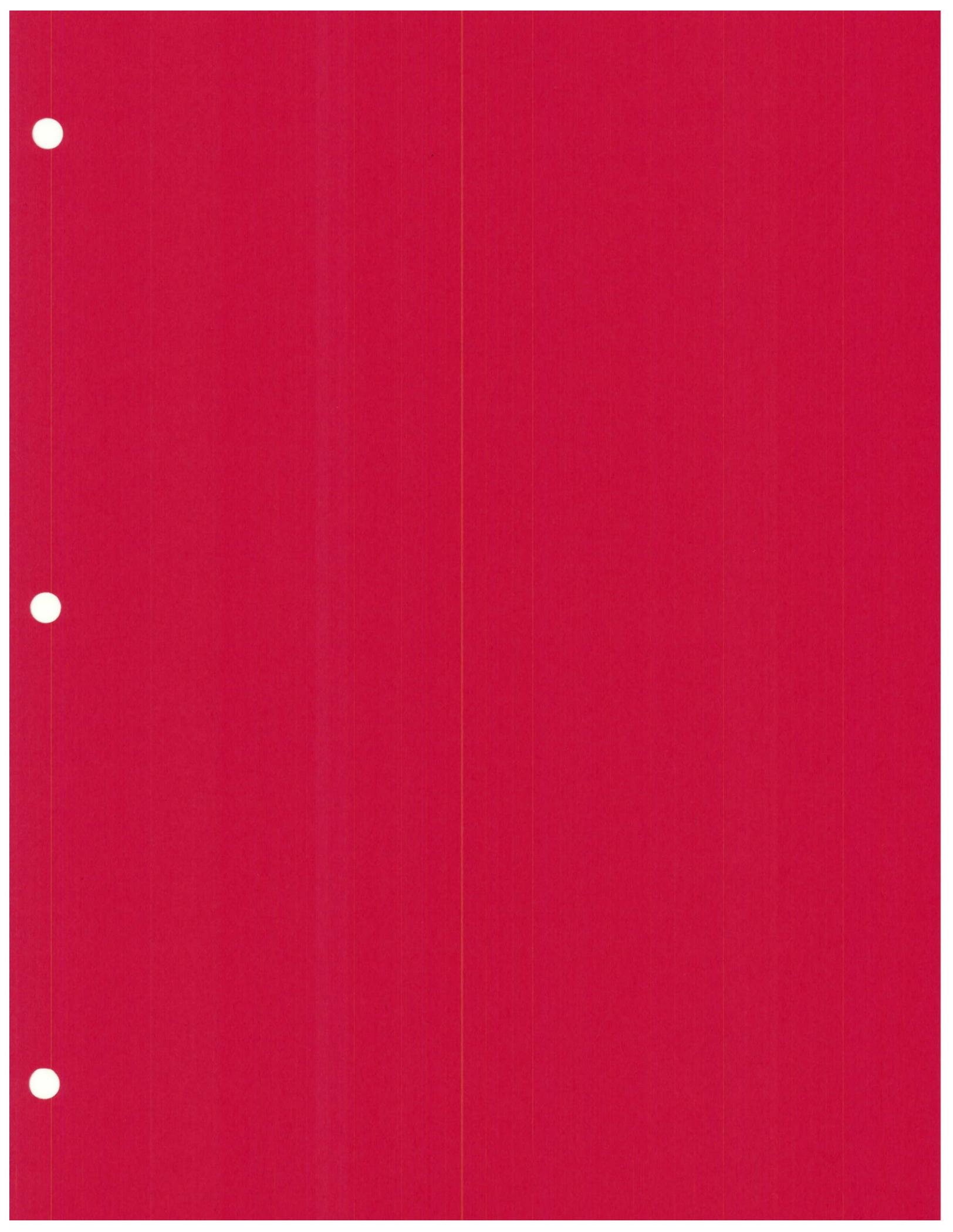
VAN_C-FMVSS Amvn-Dodge-Chrysler-VW_2013-1228



Greg Larsen
Engineering, Standard Compliance
ELDorado National-Kansas

December 28, 2013

Date



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-R0809
- 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:

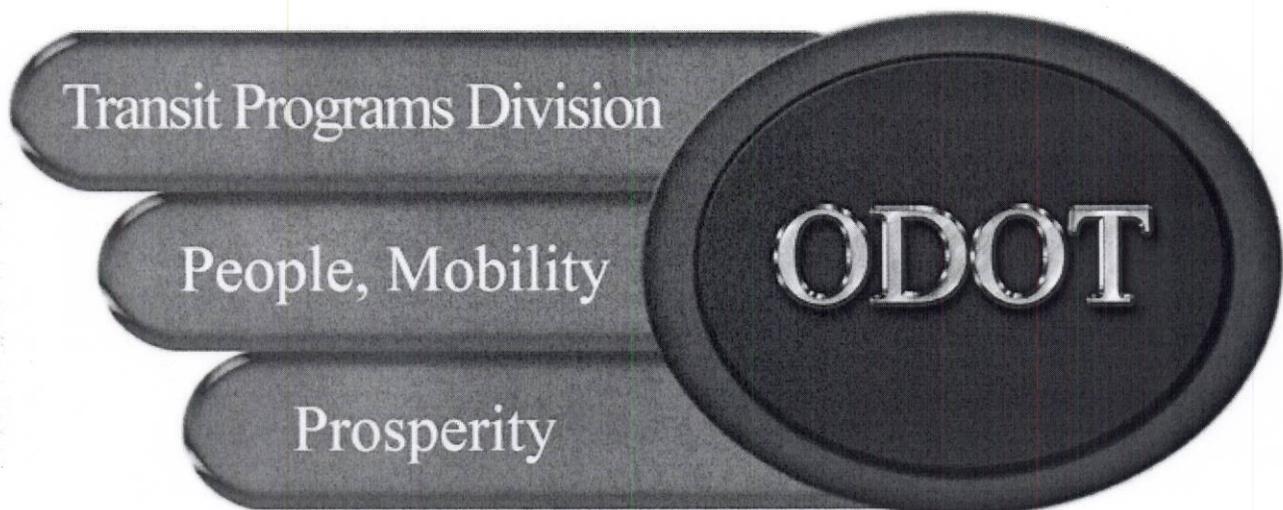
The certification in this clause is a material representation of fact relied upon by the **Procuring Agency**. If it is later determined that the **BIDDER/VENDOR** or proposer knowingly rendered an erroneous certification, in addition to remedies available to **Procuring Agency**, the Federal Government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

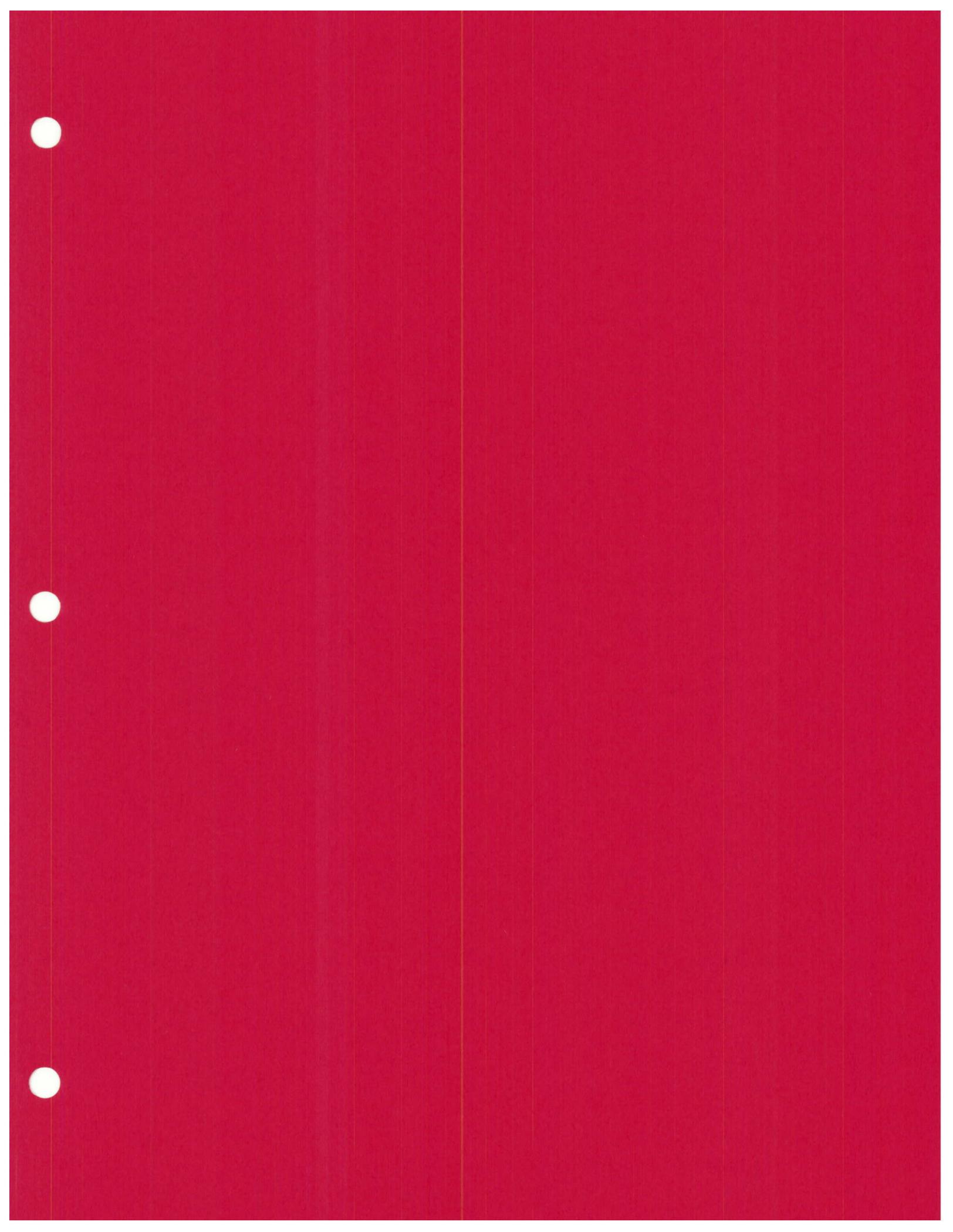
debarment. The bidder or proposer agrees to comply with the requirements of 2 CFR 180, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The **BIDDER/VENDOR** or proposer further agrees to include a provision requiring such compliance in its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

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).

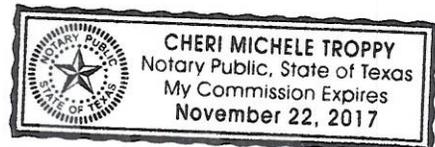
Subscribed and sworn to before me this 19 day of May 2014.

Cheri Michele Troppy
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)

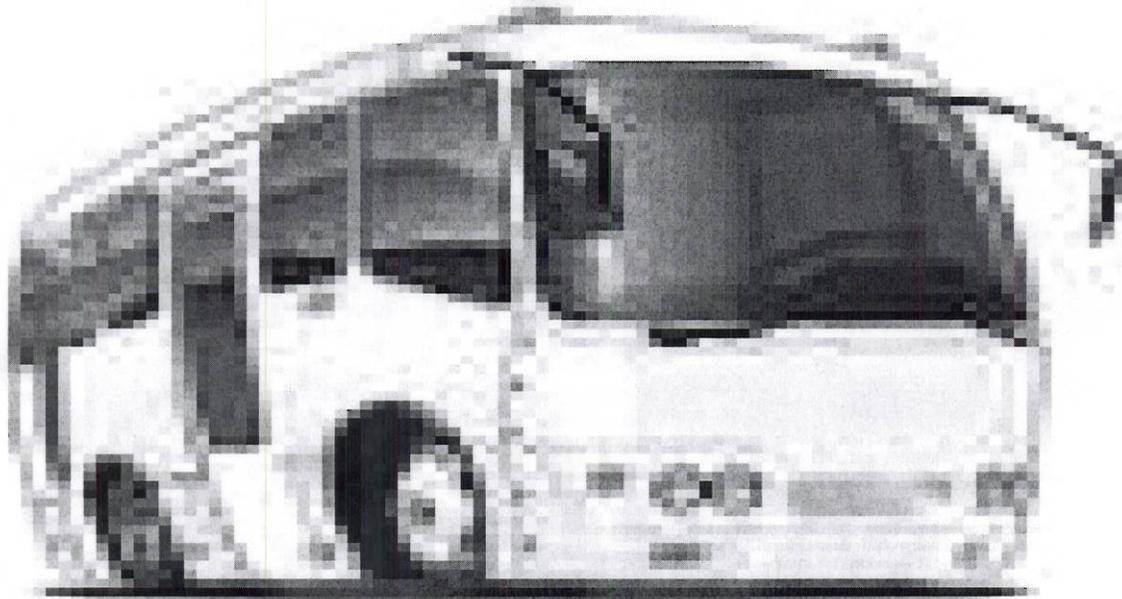
If you plan on using another components listing, you must include it with your bid and place an X in the following box. ■

| 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 |
| ELDORADO NATIONAL | AMERIVAN PT | 2015 |
| Vendor Name ALLIANCE BUS GROUP, INC | Signature <i>Alan Chisler</i> | Date 5-19-2014 |



EIDorado 
National - Kansas
Mobility Vans
Wholly owned subsidiary of Thor Industries, Inc.

01 July, 2013

EIDorado National Mobility Dealers,

EIDorado National-Kansas is pleased to inform you that we have received the official notification from the Federal Transit Administration of our compliance with the Buy America Final Assembly requirements outlined in CFR49.

The attachment details the final conclusion of the FTA following their exhaustive review of the procedures followed by EIDorado National-Kansas in the manufacture of our Amerivan low floor conversions.

We are excited to continue to supply you and your FTA Customers with our exceptional value Amerivan conversions and look forward to future opportunities for the same. We also sincerely appreciate the loyalty and support we received during our efforts to clarify our Product's definition and qualifications for those federally funded agencies across the USA who have chosen to use our Products.

Sincerely,



Jeff Montgomery,
President



U.S. Department
of Transportation

**Federal Transit
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

JUL 01 2013

Mr. Andrew Imanse
Group President
Commercial Bus & Ambulance Division
Thor Industries, Inc.
9670 Galena Street
Riverside, CA 92509

Dear Mr. Imanse:

I write in response to your letter to Brian Farber with the Federal Transit Administration (FTA) requesting a determination by the FTA of whether the processes used by EIDorado National-Kansas (EIDorado) to convert an incomplete Chrysler or Dodge minivan into the EIDorado Amerivan are sufficient to meet the Buy America final assembly requirements. For the reasons outlined in the enclosed memorandum, I am pleased to inform you of FTA's conclusion that the activities that take place during EIDorado's conversion processes constitute final assembly for minivans converted for wheelchair access.

FTA appreciates your commitment to its Buy America rules. Paramount in FTA's role as a steward of U.S. taxpayer dollars is to ensure that the use of such funds preserves and creates U.S. jobs. The intent and purpose of the Buy America requirement is to further this goal by ensuring that FTA-administered funds are used to purchase goods that are produced in the United States. FTA's commitment to ensuring Buy America compliance has resulted in a dramatic reduction in the number of waivers it has granted, from 52 in fiscal year (FY) 2010, 14 in FY 2011, 3 in FY 2012, and zero in FY 2013. Upon reviewing your request for guidance, it is apparent that EIDorado shares FTA's commitment to preserving and creating jobs in the United States.

If I can provide further information or assistance, please do not hesitate to contact me directly at (202) 366-4040.

Sincerely yours,

Peter Rogoff

Enclosure



U.S. Department
of Transportation
**Federal Transit
Administration**

Memorandum

Subject: Determination as to whether the process by which EIDorado National-Kansas converts incomplete Chrysler and Dodge minivans into EIDorado Amerivans satisfies FTA's Buy America requirements for final assembly. Date: .1

From: Dorval R. Carter, Jr., Chief Counsel  Reply to Attn. of: Mary J. Lee, Attorney-Advisor

To: Peter Rogoff, Administrator

The purpose of this memorandum is to document FTA's determination that the processes by which EIDorado National-Kansas (EIDorado) converts incomplete Chrysler and Dodge minivans into EIDorado Amerivans satisfies FTA's Buy America requirements for final assembly.

I. Background

a. *Rescission of Buy America Waiver for Minivans and Minivan Chassis*

On June 21, 2010, FTA issued a non-availability waiver of the Buy America final assembly requirement for all minivans and minivan chassis. *Notice of Buy America Waiver for Minivans and Minivan Chassis*, 75 Fed. Reg. 35,123. At that time, FTA determined that there was no manufacturer that was willing and able to perform final assembly on these types of vehicles in the United States. *Id.*

On August 3, 2012, FTA published a notice of a request to rescind the non-availability waiver for minivans and minivan chassis. 77 Fed. Reg. 46556. After reviewing and carefully considering all of the comments submitted pursuant to the request, FTA found that a domestic vehicle—the Vehicle Production Group's MV-1—is available that meets the Buy America final assembly requirements. Therefore, FTA determined that the waiver was no longer necessary and rescinded the waiver. *Decision to Rescind Buy America Waiver for Minivans and Minivan Chassis*, 77 Fed. Reg. 71,673 (Dec. 3, 2012).

By letter dated February 13, 2013, EIDorado made a formal request to FTA to determine whether its conversion processes were sufficient to meet the final assembly requirement under 49 C.F.R. § 661.11. In an April 30, 2013 letter, EIDorado requested the status of FTA's decision. FTA requested additional information in order to make a determination, which EIDorado provided by letter dated May 2, 2013. The letter included the results of a Buy America review conducted by a contractor, which found compliance, and a letter indicating that FTA recipients were asking for an FTA determination of Buy America compliance before they would purchase an Amerivan from EIDorado. On June 12, 2013, EIDorado again asked for the status of FTA's decision by letter. Finally, on June 25, 2013, EIDorado provided additional information upon FTA's request.

b. *Eldorado's Manufacturing Process for the Amerivan*

Eldorado's manufacturing and conversion processes to the incomplete Chrysler and Dodge minivans take place in Salina, Kansas. Eldorado's manufacturing processes consists of the following:

- (1) Removal, modification, then installation and interconnection of the rear axle, including rear axle height extensions, thereby modifying the (Original Equipment Manufacturer or) OEM rear axle installation, allowing for the chassis body to be raised for ground clearance to the lowered floor.
- (2) The motor is removed from the OEM chassis and motor mount extensions are added, thereby modifying the OEM engine installation allowing for the chassis body to be raised for ground clearance to the lowered floor.
- (3) Removal, then installation and interconnection of cooling and braking systems, and interconnection of new heating and air conditioning components.
- (4) Removal, modification, then installation and interconnection of an enhanced electrical harness allowing for integration of the mini-van conversion options to fully function with the OEM electrical and door systems.
- (5) The mini-van conversion incorporates a ramp, rather than a lift. Each providing a person of physical challenge functional accessibility to the van. . . .
- (6) Removal of the OEM steel floor structure from the fire wall to the rear axle floor contour, then installation and interconnection of a new stainless steel lowered floor assembly allowing entry of the vehicle to meet ADA requirements.
- (7) Removal and reinstallation of the driver and passenger designated seats on a new pedestal mount.
- (8) Installation of second row passenger designated seating positions, when ordered.
- (9) Removal and reinstallation of the third row passenger designated seats on a new pedestal mount.
- (10) Installation of additional lighting assemblies to meet [the Americans with Disabilities Act] requirements.
- (11) Removal, modification, then installation and interconnection of the suspension system.
- (12) Removal and reinstallation of the steering shaft.
- (13) Removal, modification, then installation and interconnection of the slider doors.
- (14) Removal, modification, then installation and interconnection of the fuel tank and fuel system.
- (15) Removal, modification, then replacement and interconnection of the exhaust system.

- (16) Road test to verify the assembly of the component parts upon completion of the manufacturing process/final assembly.
- (17) Water test to verify no leaks are encountered after manufacturing process/final assembly.
- (18) Final inspection of the component/final assembly, and finishing processes. i.e.: paint, undercoat.
- (19) Repairs are made to components, i.e., [.] ABS/plastic interior cosmetic effects, glass, sheet metal, as required.

EIDorado states that the performance of these activities in the United States employs approximately 85 to 100 people.

In addition, EIDorado inspects and tests the completed vehicle, and provides a copy of the Certificate of Origin for a Vehicle listing EIDorado as the second (and final) stage manufacturer.

Based upon the above-stated activities, EIDorado believes that its conversion activities are sufficient to meet FTA's Buy America regulations at 49 C.F.R. § 661 and Appendix D, has certified to this effect, and is requesting confirmation by FTA.

II. Buy America

a. *Buy America Requirements for Buses and Rail Cars*

Under 49 U.S.C. § 5323(j)(1), FTA may not obligate funds for a project unless the steel, iron, and manufactured goods used in a project are produced in the United States. For rolling stock procurements, this requirement does not apply if the cost of the components produced in the United States is more than 60 percent of the cost of all components and final assembly takes place in the United States. 49 U.S.C. § 5323(j)(2)(C); 49 C.F.R. § 661.11(a). Final assembly is defined as "the creation of the end product from individual elements brought together for that purpose through application of manufacturing processes." 49 C.F.R. § 661.11(r).

The typical minimum final assembly requirements for rolling stock are further provided in Appendix D to § 661.11 and distinguished between minimum final assembly requirements for rail cars and buses. FTA provided guidance on the final assembly requirement for buses in a March 18, 1997 Dear Colleague Letter on Buy America: Pre-Award and Post-Delivery Audits, which has been added to FTA's existing regulation and is still applicable today:

In the case of a new bus, final assembly would typically include, at a minimum, the installation and interconnection of the engine, transmission, axles, including the cooling and braking systems; the installation and interconnection of the heating and air conditioning equipment; the installation of pneumatic and electrical systems, door systems, passenger seats, passenger grab rails, destination signs, wheelchair lifts; and road testing, final inspection, repairs and preparation of the vehicles for delivery.

See also 49 C.F.R. § 661.11 app. D, para. b.

If a manufacturer's assembly processes do not include all of the activities typically considered final assembly, the manufacturer may request an FTA determination of compliance. FTA Dear Colleague Letter, March 18, 1997; 49 C.F.R. § 661.11 app. D, para. c. FTA reviews these requests for compliance case by case, based upon the information provided by the manufacturer. 49 C.F.R. § 661.11 app. D, para. c.

b. *Final Assembly Requirements for Minivans*

While FTA addresses the typical final assembly requirements for rolling stock such as buses and rail cars in its regulations and guidance documents, FTA has not specifically addressed the final assembly requirements for minivans and minivan chassis. Moreover, because the minivans at issue here are converted for wheelchair accessibility, the typical final assembly requirements for buses, and even other minivans that are not wheelchair accessible, may not apply because of the significant amount of manufacturing that takes place to the vehicle during the conversion processes. Thus, in order to show that wheelchair accessible minivans meet the Buy America requirement for final assembly, Eldorado must show that the wheelchair accessible minivans it manufactures is a different vehicle from the incomplete minivan that it receives from Chrysler or Dodge and that those processes include assembling the various components in the United States in order to produce a wheelchair-accessible minivan.

III. Discussion

Upon careful review of Eldorado's manufacturing processes in consultation with FTA engineers, I find that Eldorado's processes meets the final assembly requirement for rolling stock under 49 C.F.R. § 661.11(a) and (r). As stated above, in order to show that wheelchair accessible minivans meet the Buy America requirement for final assembly, a converted minivan that allows for wheelchair accessibility must be a different vehicle from the original Chrysler or Dodge minivan and those processes must include assembling the various components in the United States in order to produce a wheelchair accessible minivan. Eldorado makes substantial changes to the interior and exterior of the minivan, including, among other things, the fuel system, exhaust system, suspension, body, doors, seats, floor, wheelchair ramp, and wiring, which results in a different vehicle from the original Chrysler or Dodge minivan.

Once all of Eldorado's conversion and manufacturing processes in the United States are complete, Eldorado's vehicle is no longer a "Chrysler" or "Dodge" minivan. Instead, it becomes an "Eldorado Amerivan" with a wheelchair accessible ramp. Eldorado certifies itself as the second (and final) stage manufacturer of the vehicle, which entails responsibility for inspecting, testing, and certifying the vehicle.

Eldorado's processes for creating the Amerivan include assembling the various components in Salinas, Kansas. By making such substantial changes to the interior and exterior of the minivan in the United States, Eldorado engages in significant manufacturing activities that rise to the level of final assembly for minivans that are converted for wheelchair accessibility.

IV. Conclusion

Based upon the foregoing, I find that Eldorado's activities on the Chrysler or Dodge minivan are sufficient to satisfy the final assembly requirements under 49 C.F.R. § 661.11. This decision is limited solely to minivans that have been converted for wheelchair accessibility by Eldorado, as the final assembly processes are described in this memorandum. Deviations from these described processes may result in a different conclusion.

BIDDER'S CERTIFICATION OF "BUY AMERICA" COMPLIANCE

The contractor agrees to comply with 49 U.S.C. 5323 (j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR.7 and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by Chrysler Corporation, microcomputer equipment, software, and small purchases (currently less than \$100,000) made with capital, operating or planning funds. Separate requirements for rolling stock are set out at 5323(j)(2)(c) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured in the United States and have 60 percent domestic content.

The bidder must attach documentation that supports the information provided below.

| COMPONENT | MANUFACTURER | COUNTRY OF ORIGIN | PERCENTAGE OF MATERIAL COST |
|-----------------------|--------------------|-------------------|-----------------------------|
| Engine/Transmission | Chrysler Group LLC | USA | 26% |
| Body in White | Chrysler Group LLC | USA | 9% |
| Body in White | Purchased | USA | 8% |
| Head/Tail Lamps | Purchased | USA | 0% |
| Headliners | Purchased | USA | 1% |
| Trim Panels / Liners | Purchased | USA | 2% |
| Floor Covering | Purchased | USA | 1% |
| Glass | Purchased | USA | 1% |
| Instrument Panel | Purchased | USA | 2% |
| Half Shaft | Purchased | USA | 1% |
| Suspension | Purchased | USA | 2% |
| Steer Gear | Purchased | USA | 1% |
| Master Cylinder | Purchased | USA | 1% |
| Exhaust System | Purchased | USA | 3% |
| Fuel System | Purchased | USA | 1% |
| Engine cooling Module | Purchased | USA | 1% |
| Air Conditioning | Purchased | USA | 1% |
| Misc. Value of Other | Purchased | USA | 0% |
| Total US Content | Corp/Purchased | USA | 61% |
| Assembly Location | Windsor Ontario | | |

"Bidder's Certification of "Buy America" Compliance"
as provided by Chrysler Corporation

BUY AMERICA COMPLIANCE

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

The bidder hereby certifies that it complies with the Buy America requirements of 49 U.S.C. 5323(j)(2)(c) and the regulations set forth in 49 CFR Part 661.

BY: PETER KASH

TITLE: Government Sales Manager

MANUFACTURER: Chrysler Group LLC

DATE: 12-1-2012

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

The bidder hereby certifies that it cannot comply with the Buy American requirements of 49 U.S.C. 5323(j)(2)(c) but may qualify for an exception pursuant to U.S.C. 5323(j)(2)(b) or (j)(2)(d) and the regulations set forth in 49 CFR Part 661.7.

BY: _____

TITLE: _____

MANUFACTURER: _____

DATE: _____

Rev 8/99

“Buy America Compliance”
as provided by Chrysler Corporation


**Eldorado
National - Kansas**
Thor Industries Mobility Division

Buy America

December 27, 2012

The following is a description of the final assembly location and labor activities in the Dodge/Chrysler Amerivan mini-van conversion manufacturing process completed by Eldorado National - Kansas.

Final Assembly Location:

Eldorado National - Kansas
1655 Wall Street
Salina, Kansas 67401
United States

Labor Activities:

Mechanical/Prep

Remove assemblies and components.

Weld

Remove OEM steel floor.
Install stainless steel floor and close-outs.

Paint/Body/Undercoat

Pre and paint new, modified and installed components and assemblies.

Fuel/Air/Electrical

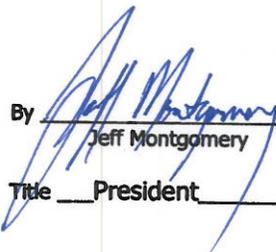
Install new and modified components and assemblies.

Floor/Semi-final

Install new and modified components and assemblies.

Seats/Clean/Service/Lock

Install new and modified components and assemblies.
Inspect completed vehicle.
Road Test completed vehicle.

By 
Jeff Montgomery

Title President

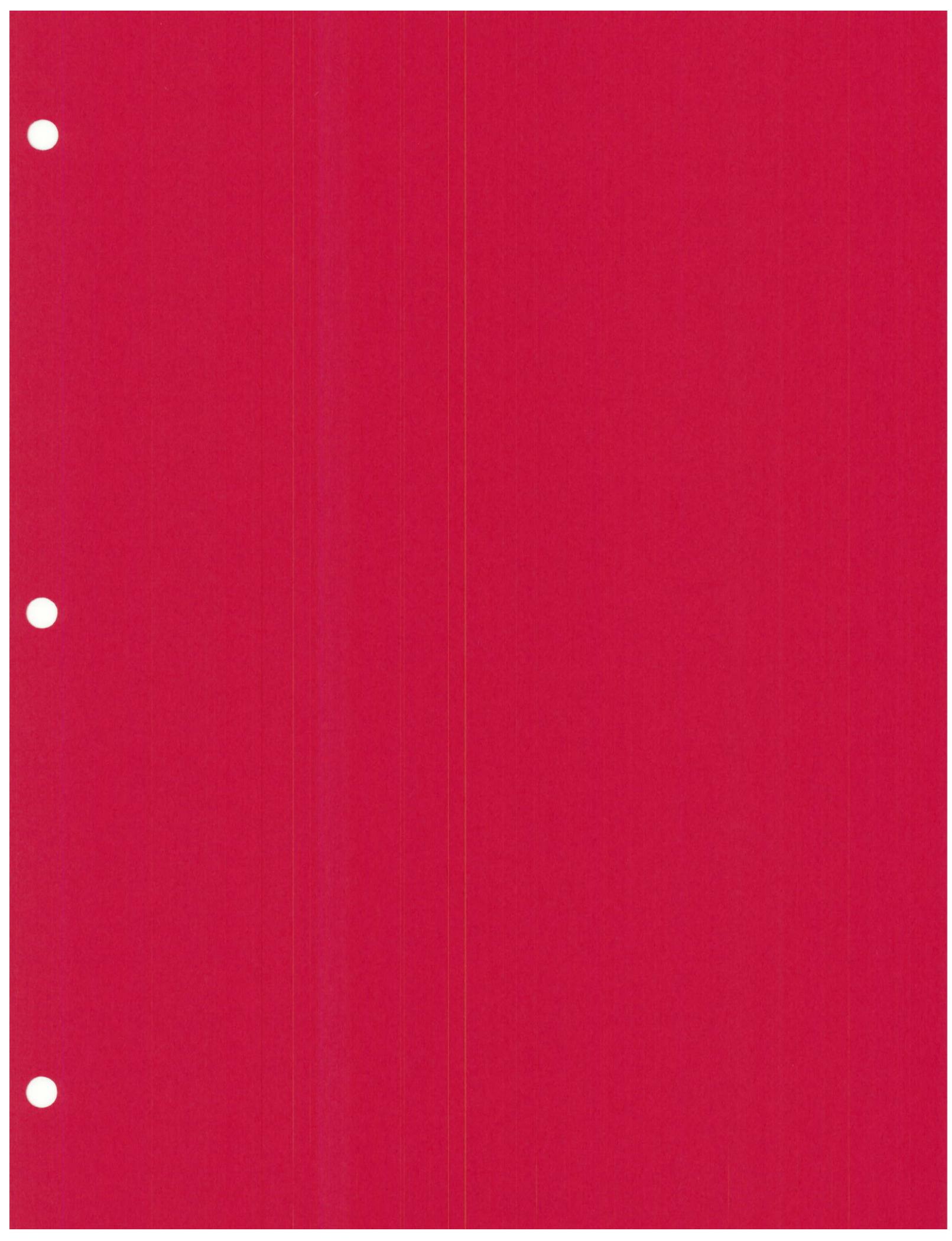
ENC_Buy America Certification_Rev4_2012-1227

1655 Wall Street • P.O. Box 3260 • Salina, KS 67401 • Phone 785-827-1033 • Fax 785-493-2037
Web Page: www.amerivans.com • E-mail: sales@enconline.com

1 of 2

1655 Wall Street • P.O. Box 3260 • Salina, KS 67401 • Phone 785-827-1033 • Fax 785-493-2037
Web Page: www.amerivans.com • E-mail: sales@enconline.com

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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, A 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.

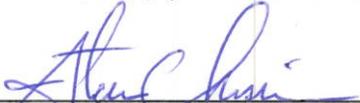
C. CONTINUED LOBBYING:

[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

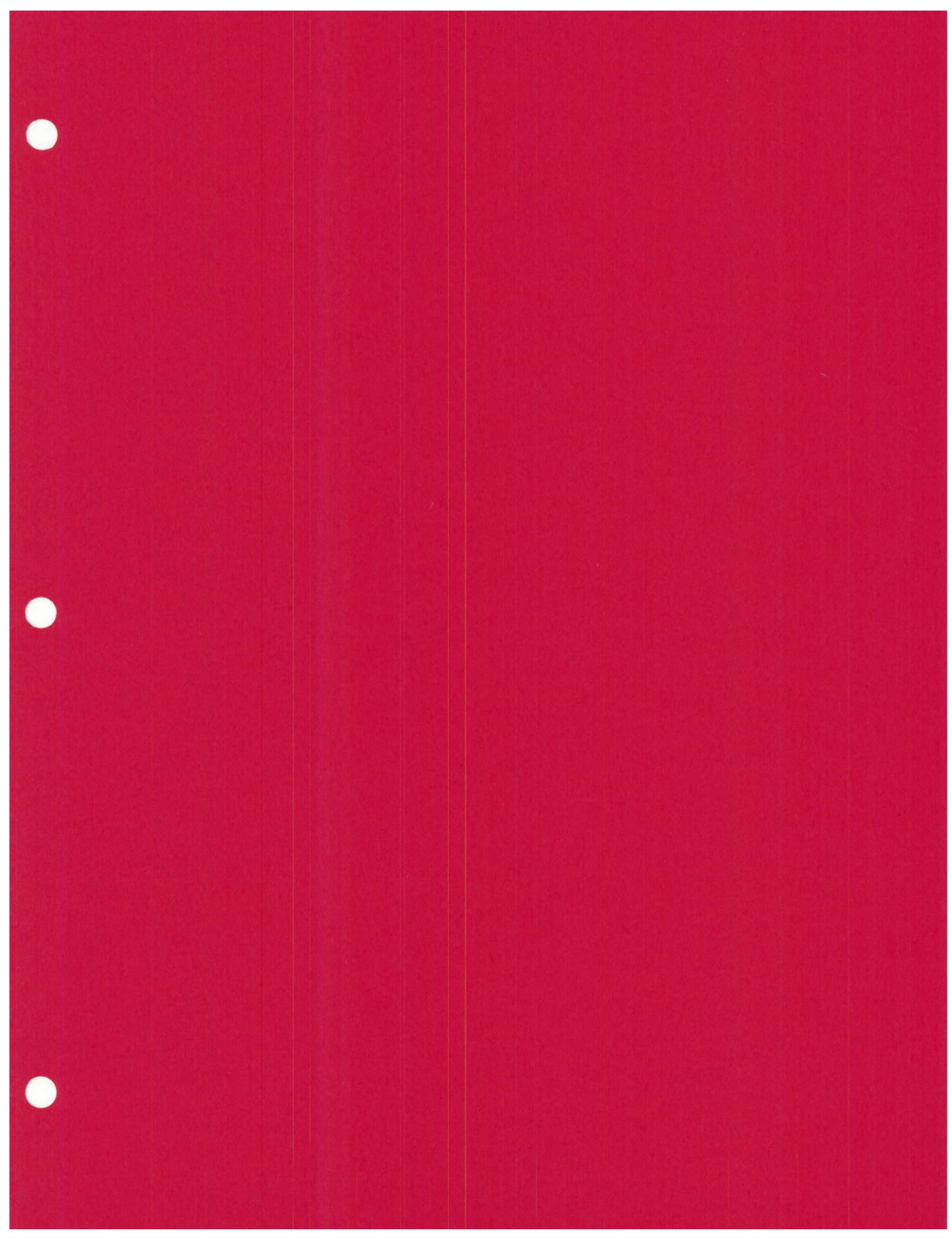
Stan Chisum General Manager

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.

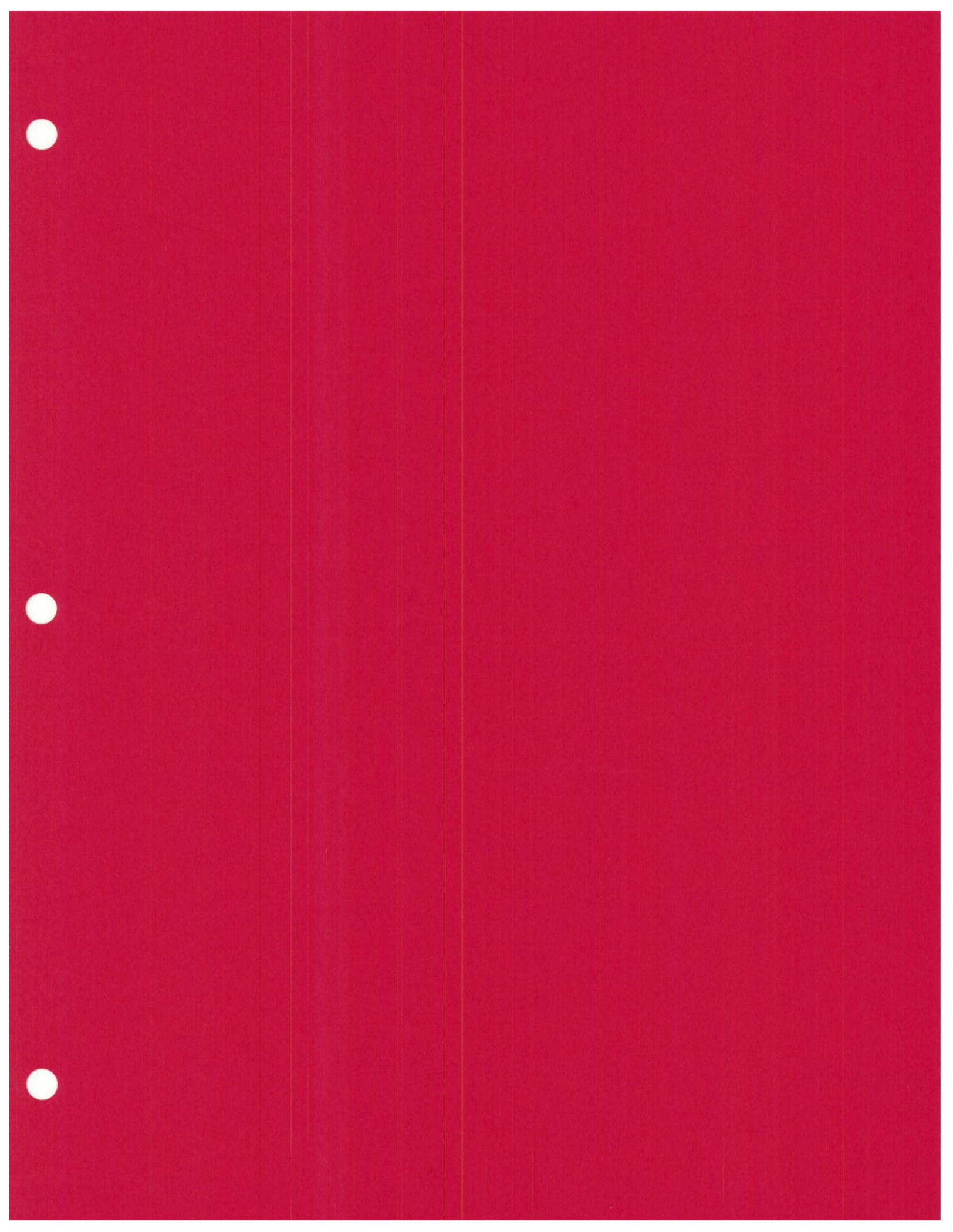
The **BIDDER/VENDOR** hereby certifies that it has attached all applicable documentation including:

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) |  Corporation | 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? | <u>X</u> |
| A. Incorporation of Federal Transit Administration Terms: Read? | <u>X</u> |
| B. Federal Changes: Read? | <u>X</u> |
| C. DBE Certification: Read? | <u>X</u> |
| D. Air Conditioning Performance: Read? | <u>X</u> |
| E. Interest of Members of or Delegates to Congress: Read? | <u>X</u> |
| F. Prohibited Interest: Read? | <u>X</u> |
| G. Cargo Preference: Read? | <u>X</u> |
| H. Energy Conservation: Read? | <u>X</u> |
| I. Clean Water and Air: Read? | <u>X</u> |
| J. No Obligation By the Federal Government: Read? | <u>X</u> |
| K. Program Fraud and False or Fraudulent Statements: Read? | <u>X</u> |
| L. Contract Work Hours: Read? | |
| 1. Overtime requirements: | <u>X</u> |
| 2. Violation; liability for unpaid wages: | <u>X</u> |
| 3. Withholding for unpaid wages: | <u>X</u> |
| 4. Subcontracts: | <u>X</u> |
| 5. Payrolls and basic records: | <u>X</u> |
| M. Civil Rights: Read? | |
| 1. Nondiscrimination: | <u>X</u> |
| 2. Equal Employment Opportunity: | <u>X</u> |
| N. Altoona Test Certification: Completed the following? | |
| 1. Report Summary enclosed? Attached? | <u>X</u> |
| 2. Report # <u>PTI-BT-R0809</u> : Completed? | <u>X</u> |
| O. Debarment and Suspensions: Read & Understood? | <u>X</u> |
| 1. EPLS Report www.epls.gov (Must Not be Debarred) | <u>X</u> |

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

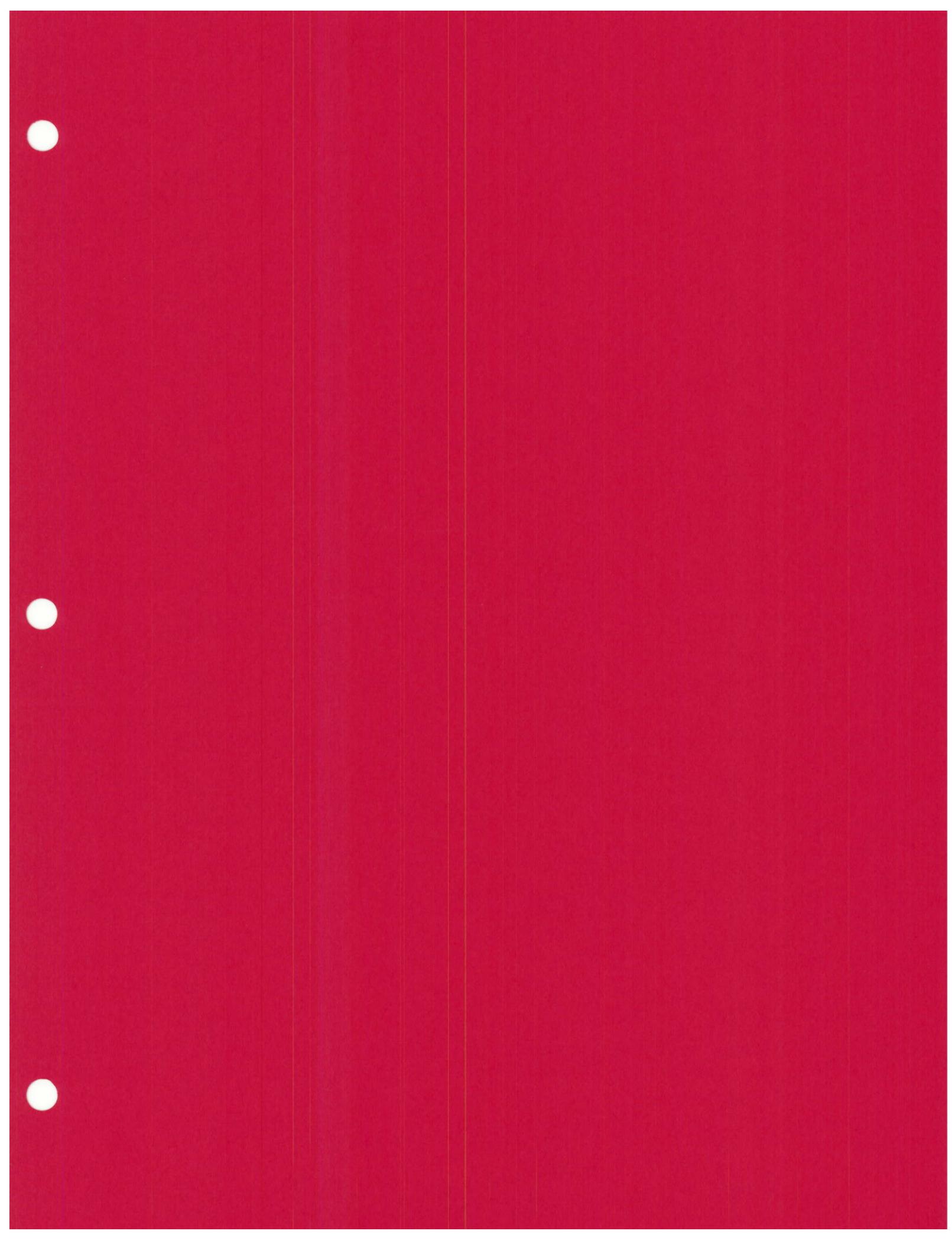
Section III. CERTIFICATION TO PURCHASER Completed and signed? X

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

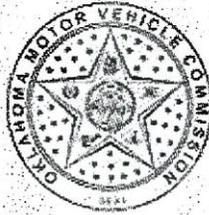
Richard Reynolds
Chairperson

Roy K Dockum
Executive Director

Issue Date: 06/13/2013

Expires: 06/30/2014

OKLAHOMA MOTOR VEHICLE COMMISSION



Certificate of License

52

THE OKLAHOMA MOTOR VEHICLE COMMISSION
has licensed

ELDORADO NATIONAL
1655 WALL STREET
SALINA, KANSAS 67401

AS AN AUTHORIZED
Manufacturer

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: 06/12/2013

Expires: 06/30/2014

SECTION III

STURAA TEST

4 YEAR

100,000 MILE BUS

from

ELDORADO NATIONAL (KANSAS), INC.

MODEL AMERIVAN

OCTOBER 2008

PTI-BT-R0809

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

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EXECUTIVE SUMMARY

Eldorado National (Kansas) Inc. submitted a model Amerivan, gasoline-powered 4 seat (including the driver) 16-foot converted mini-van bus, for a 4 yr/100,000 mile STURAA test. The odometer reading at the time of delivery was 1,061 miles. Testing started on June 18, 2008 and was completed on September 29, 2008. 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 June 24, 2008 and was completed on August 25, 2008.

The interior of the bus is configured with seating for 5 passengers and one wheelchair position including the driver. The test vehicle is not design to accommodate standing passengers. At 150 lbs per person, this load results in a measured gross vehicle weight of 5,990 lbs. The first segment of the Structural Durability Test was performed with the bus loaded to a GVW of 5,990 lbs. The middle segment was performed at a seated load weight of 5,990 lbs and the final segment was performed at a curb weight of 4,550 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.

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 vehicle encountered no Class 1 or Class 2 failures. Of the twelve reported failures, eleven were Class 3 and one was a Class 4.

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 11.93 seconds.

The Shakedown Test produced a maximum final loaded deflection of 0.053 inches with a permanent set ranging between -0.006 to 0.006 inches under a distributed static load of 2,475 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 test vehicle 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 3.0 inches.

A Fuel Economy Test was run on simulated central business district, arterial, and commuter courses. The results were 14.76 mpg, 16.29 mpg, and 13.79 mpg respectively; with an overall average of 14.86 mpg.

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

BIDDER'S CERTIFICATION OF "BUY AMERICA" COMPLIANCE

The contractor agrees to comply with 49 U.S.C. 5323 (j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR.7 and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by Chrysler Corporation, microcomputer equipment, software, and small purchases (currently less than \$100,000) made with capital, operating or planning funds. Separate requirements for rolling stock are set out at 5323(j)(2)(c) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured in the United States and have 60 percent domestic content.

The bidder must attach documentation that supports the information provided below.

| COMPONENT | MANUFACTURER | COUNTRY OF ORIGIN | PERCENTAGE OF VEHICLE COST |
|---------------------|--------------|-------------------|----------------------------|
| Engine/Transmission | Chrysler LLC | USA | 22% |
| Body in White | Chrysler LLC | USA | 12% |
| Body in White | Purchased | USA | 11% |
| Chassis | Purchased | USA | 5% |
| Interior | Purchased | USA | 8% |
| Misc Value of Other | Purchased | USA | 4% |

Chrysler Material
Purchased Material

***NOTE: Must be filled out for each different type of vehicle.**

1

The table on the preceding page documents that 62 % of the components and sub-components cost of the rolling stock offered under this proposal are domestic, and comply with the FTA "Buy American" requirements. Rolling stock Chrysler Group LLC shall be

"final assembled in Windsor Ontario ^{manufacturer} and be certified at that location."

city/state
Activities that will occur in Windsor Ontario shall include and be limited to the
city/state

following:

Make sure to fill this out or put "see attach".
Vehicle production using the standard cost bill of material.

DATE: August 26, 2010

SIGNATURE: 

TITLE: Senior Manager Government Fleet Sales Program

COMPANY NAME: Chrysler Group LLC

COMPANY ADDRESS: 800 Chrysler Dr.

Auburn Hills MI 48326

BUY AMERICA COMPLIANCE

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

The bidder hereby certifies that it complies with the Buy America requirements of 49 U.S.C. 5323(j)(2)(c) and the regulations set forth in 49 CFR Part 661.

BY: Brad Adkin

TITLE: Regional Sales Manager

MANUFACTURER: ElDorado National

DATE 5-6-2014

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

The bidder hereby certifies that it cannot comply with the Buy American requirements of 49 U.S.C. 5323(j)(2)(c) but may qualify for an exception pursuant to U.S.C. 5323(j)(2)(b) or (j)(2)(d) and the regulations set forth in 49 CFR Part 661.7.

BY: _____

TITLE: _____

MANUFACTURER: _____

DATE: _____