



STATE OF GEORGIA

(Department of Administrative Services, State Purchasing Division)

2022 TECHNICAL AND PERFORMANCE

SPECIFICATIONS

FOR

ADA MOBILITY VANS ALL LENGTHS

NOTICE: This specification is NOT intended to restrict competition. Manufacturers/Dealer's may bid their bus(es) in accordance with their standard manufacturing process. In the case where that process varies for this specification, Deviations must be submitted on the provided Request for Specification Deviation Document Form and Specification Deviation Certification and Compliance Form. Any deviation documented shall be "brand name, equivalent, or equal in performance" and must meet or exceed all FTA requirements (for FTA compliant vehicles), and all Federal, State, and Local requirements. The state may, at any time during the evaluation and/or contract period, require the bidders to provide proof that the deviation meets the "brand name, equivalent or equal" in performance.

GENERAL:

- a. Unless otherwise specifically provided in the specifications, reference to any equipment, material, article or patented process by trade name, make or catalog number shall be regarded as establishing a standard of quality and shall not be construed as limiting competition. A bidder may document deviations of any equipment, material, article, or process if the deviation is “brand name, equivalent or equal” in performance. All such deviations shall be accompanied by supporting technical data and background information, test results as may be required. All requests for deviations must be submitted on the supplied Bidder Specifications Deviations (Attachment N) and shall be included with the proposal. These deviations will not be evaluated as part of the proposal, however, the customer may use the “a la carte” process or not accept the vehicle for purchase as deviated.
 - All units or parts not specified shall be manufacturer’s best quality and shall conform in materials, design, or workmanship to the best practice known in the transit industry. All parts shall be new and function for their intended purpose
- b. Bidder shall provide a Certification for Specifications Compliance Form at Attachment O for all deviations from the specifications on Attachment N. A copy of Form CER 10, located in Attachment M, will be submitted with each bus bid regardless of if it is an FTA bus or not.

1.0 Chassis: All Lengths

- 1.1. The specification for the ADA Mobility Vans shall be current model OEM standard equipment.
- 1.2. The chassis shall be an OEM Passenger van chassis with OEM interior.
- 1.3. Vehicle Chassis shall meet all applicable SAE and FMVSS requirements
- 1.4. Manufacturer/Vehicle conversion supplier shall be certified by Chassis Manufacturer’s QVM Program at the time of the bid submission.
- 1.5. Manufacturer/Vehicle conversion supplier ‘s certification in 1.3. shall be maintained during the length of the contract that the supplier provides vehicles to the State.
- 1.6. Manufacturer/Vehicle conversion supplier shall attest that they are certified by the Federal Transit Administration’s TVM Program at the time they are supplying a bid response.

2.0 Body All Lengths

2.1 General:

2.1.1 Unibody raised roof van shall meet all stated specifications. The vehicle shall meet the structural integrity of the stated van that is not degraded.

2.1.2 Vehicle body conversions shall meet all current applicable requirements of the American with Disabilities Act (ADA) as set forth in 49 CFR 37 and 38, issued 9/6/91; and 49 CFR 571, FMVSS 403 and 404 with respect to the body structure.

2.1.3 Manufacturer/Vehicle body conversion supplier shall be certified by Chassis Manufacturer's QVM Program at the time of the bid submission.

2.1.4 Manufacturer/Vehicle conversion supplier's certification in 2.1.3. shall be maintained during the length of the contract that the supplier provides vehicles to the State.

2.1.5 Manufacturer/Vehicle conversion supplier shall attest that they are certified by the Federal Transit Administration's TVM Program at the time they are supplying a bid response.

2.2 Raised Roof

2.2.1 The raised roof shall be part of a unitized body constructed OEM vehicle.

2.2.2 Minimum of 67" center aisle height.

2.2.3 The raised roof shall be the OEM roof option or deviation shall be "brand name, equivalent, or equal in performance" and must meet or exceed all FTA requirements (for FTA compliant vehicles), and all Federal, State, and Local requirements.

2.3 Passenger Entrance Door

2.3.1 The OEM sliding door shall remain either a manual or OEM power sliding door (option) shall be provided.

2.3.2 A grab rail or stanchion shall be mounted on the right side of the sliding door entrance.

2.3.3 Stainless steel running boards minimum 8" deep shall be provided at the driver, passenger, and sliding door.

2.4 Windows

2.4.1 Standard OEM power standard windows in the front doors shall be retained. The windshield shall be OEM safety tinted type.

2.5 Exterior Lighting

2.5.1 Exterior lighting shall meet all state and federal regulations.

2.5.2 Lighting requirements for the passenger entry and lift door areas must meet ADA requirements.

2.6 Body Exterior Mirrors

2.5.1 OEM dual power, and black matte finish or match the body color.

2.5.2 OEM mirrors with manual convex shall be provided.

2.7 Finishing Procedures

2.7.1 All bolts shall be treated to prevent corrosion.

2.7.2 All screws shall be fastened securely into panels, or the vehicle so not to jar loose.

2.7.3 All bare metal components shall be prepped with acrylic enamel paint to match the vehicle.

3.0 Interior

3.1 Interior finish shall be completed in a highly professional manner. Interior color shall be OEM with coordinating colors for any additions.

3.2 All sharp edges, sharp corners, and/or protrusions shall be eliminated for safety reasons.

3.3 Vehicles shall meet all applicable requirements of the ADA as set forth in 49 CFR 37 and 38, issued 9/16/91; and 49 CFR 571; all applicable FMVSS requirements, including but not limited to 208, 302, 403 and 404 with respect to the vehicle.

3.1.4 The chassis shall be an OEM Passenger van chassis with OEM interior. Aftermarket interior trim on a Cargo Van chassis shall not be considered.

4.0 Flooring

3.3.1 The subflooring shall be a minimum of $\frac{3}{4}$ " thick securely fastened to the understructure.

3.3.2 The floor covering shall be wall-to-wall, one-piece, fire-resistant, slip-resistant, transit-quality flooring securely bonded to the plywood floor with waterproof type adhesive. All edges in the floor covering shall be properly sealed. There shall be no bubbles or blisters in the floor covering.

3.3.3 GerFlor, Tarabus, 2.25mm thick min. smooth vinyl flooring or deviation shall be "brand name, equivalent, or equal in performance" and must meet or exceed all FTA requirements (for FTA-compliant vehicles), and all Federal, State, and Local requirements.

3.3.4 A slip-resistant surface shall be provided in the step area of the driver, side and rear door entrances.

3.3.5 Black or clear silicone caulking shall be used at all points where moisture may enter the floor material.

3.3.6 Floor shall be free from metals and DEHP plasticizer.

3.3.7 Floor edges should be covered with 1"x1" aluminum molding.

3.4 Seating

3.4.2 Freeman Go-ES seating or deviation shall be "brand name, equivalent, or equal in performance" and must meet or exceed all FTA requirements (for FTA compliant vehicles), and all Federal, State, and Local requirements.

3.4.3 All seating must be in compliance with the new requirements of FMVSS 208 and all other applicable FMVSS requirements. Bench seating shall be provided in single or double passenger sizes depending on seating configurations shown in the attached drawings. Forward facing foldaway seats (single or double) shall be provided over wheelchair stations.

3.4.3 All seats shall be heavy-duty construction with 1" 16 gauge reinforced tubular steel frames. All metal surfaces shall be chemically cleaned, iron

phosphate, painted and baked to provide rugged, long lasting, rust resistant surfaces.

3.4.4 All seat backs should be a minimum of 16 gauge 1"x16" steel straps, welded to the seat frame. All seat bottoms shall use a flexolator suspension system for even support.

3.4.5 Upholstery material shall be transit vinyl. Seats shall be color-keyed to the vehicle's interior panels and exterior color. Foam padding shall be high density (4.5 pcf) non-deformable foam. Load bearing values excess of 45ILD.

3.4.6 Seating arrangements shall be industry standard and equally spaced between rows.

3.4.8 All seating shall meet or exceed all applicable FMVSS requirements, including, but not limited to FMVSS 302, 207, and 208

3.4.9 Seats must be bolted through and secured to the chassis frame.

3.5 Passenger Restraint System

3.5.1 All seating comes complete with integrated 3 pt. seatbelts to be compliant with FMVSS 208 and all other applicable FMVSS regulations.

3.6 Interior Lighting

3.6.1 The interior of the vehicle shall be adequately illuminated. Overhead lighting fixtures and courtesy lights shall be arranged in such a manner to provide lighting intensity at a reading level.

3.6.2 Adequate light shall be provided for the instrument panel, with intensity controlled by an instrument panel switch.

3.6.3 All door lights and the passenger entry door shall illuminate automatically when doors are open.

3.7 Instrument Panel, Dash, and other controls

3.7.1 Dash shall coordinate with the interior trim color. Glove box with light and lock to be provided (OEM)

3.7.2 Instrument panel and dash shall be equipped with the following OEM instruments, gauges, and controls. All controls and switches shall be within easy reach of the driver. No overhead switches or controls are permitted. Lights in lieu of gauges are not acceptable except as noted.

- Speedometer with odometer and trip odometer
- Oil pressure gauge
- Voltmeter
- Engine coolant temperature gauge
- Fuel gauge
- Upper beam head lamp indicator
- Dual-note horn
- Directional signals (light)
- Parking brake on (light)
- Headlight switch
- Inside hood release
- Controls for heater, defroster, and air conditioning
- Standard OEM AM/FM radio w/digital clock & speakers
- Windshield wiper and washer
- Emergency flashers

3.7.3 OEM driver's sun visor to be provided.

3.7.4 OEM driver's side air bag to be provided in steering wheel.

3.7.5 OEM front passenger air bag to be provided.

3.8 Heating and Cooling

3.8.1 Front and rear heater and defroster shall be OEM with the maximum BTU rating available.

3.8.2 Front and rear, high capacity, air conditioning shall be provided. OEM in-dash unit shall be supplied with the maximum BTU rating available. The dash unit shall be separately controlled from the rear unit.

3.9 Emergency and Safety Equipment

3.9.4 Tire Changing Tools- Jack (OEM) shall be mounted at the back corner of the van. The wheel wrench and appropriate tools shall be located inside the front passenger step well compartment.

3.10 Front Airbags and Side Ejection Mitigation System

3.10.1 Standard OEM Driver and Front Passenger Air bags shall be retained.

3.10.2 The Standard OEM Passenger Van Sidewall Ejection Mitigation System shall be retained.

4.0 Wheelchair/mobility Aid Lift System

4.1 General

4.1.1 Vehicles shall meet all applicable requirements of the Americans with Disabilities Act (ADA) as set forth in 49 CFR 37 and 38, issued 9/6/91; and 49 CFR 571, FMVSS 403 and 404, issued 12/27/02 with respect to mobility aid accessibility. The contractor (vendor) is solely responsible for any additions, deletions, omissions, or interpretations of ADA, as it relates to the construction of said contract vehicles.

4.2 Wheelchair/Mobility Aid Stations

4.2.1 Wheelchair/mobility aid stations(s) are the space inside the vehicle for transporting persons in wheelchair/mobility aid devices and are to be provided on vehicles having wheelchair/mobility aid lifts. Each wheelchair/mobility aid device station shall consist of a usable floor area where a passenger in a wheelchair/mobility aid device may be positioned and where a wheelchair/mobility aid system shall be installed.

4.2.2 All wheelchair/mobility aid stations shall be designed to secure wheelchair/mobility aid devices in a forward-facing position.

4.2.3 The stations shall not be any less than the minimum length of 48" required in accordance with ADA

4.2.4 No wheelchair/mobility aid station(s) obstructions shall hinder a wheelchair/mobility aid device from being rolled into place.

4.3 Wheelchair/Mobility Aid Securement System

4.3.1 The four point track/belt tie down shall be provided at each wheelchair/mobility aid device position. Securement systems and their attachments to the vehicles, shall withstand a force in a forward longitudinal direction of 2,500 lbs. per a securement leg and a minimum of 5,000lbs. for each aid device. Movement of an occupied wheelchair/mobility aid device shall be no more than 2” in any direction.

4.3.2 this system shall be composed of the following components: four (4) separate belts and four(4) lengths of track with all necessary buckles, hardware fittings and other parts to make it a complete wheelchair/mobility aid device securement system. Q-Straint QRT-DLX tie down system or deviation shall be “brand name, equivalent, or equal in performance” and must meet or exceed all FTA requirements (for FTA compliant vehicles), and all Federal, State, and Local requirements.

4.3.3 Each wheelchair/mobility aid station shall have a separate securement for each set of tie downs. They are not to share the same track.

4.3.4 The floor tracks for the wheelchair/mobility aid stations shall sit on top of the floor to ensure that no debris obstructs the securement for the wheelchair/mobility aid station

4.3.5 During installation of the wheelchair/mobility aid securement system care shall be taken to avoid damage to any of the vehicles components. Particular attention should be taken to avoid damage to the fuel tank during and after installation of the L-Track. It should be noted that the method of installing the track is the solely responsibility of the vendor and he may use whatever method will obtain the required results. By submitting and signing this bid the vendor hereby certifies that the wheelchair/mobility aid device securement system has met all applicable Federal motor Vehicle

Safety Standards, and has been mounted in accordance with the manufacturer's specifications.

4.5 Wheelchair/Mobility Aid Device Lift

4.5.1 The wheelchair/mobility aid lift system shall be a system which permits persons confined to wheelchair/mobility aid device to enter and leave the vehicle while in a wheelchair/mobility aid device without difficulty by means of a vertical lifting platform and which also provides for the safe transportation of persons in a wheelchair/mobility aid device inside the vehicle. Braun Century II 1000 # capacity deviation shall be "brand name, equivalent, or equal in performance" and must meet or exceed all FTA requirements (for FTA compliant vehicles), and all Federal, State, and Local requirements.

4.5.2 The lift operation and installation must meet ADA, FMVSS 403 and 404 requirements.

4.5.3 Lift shall require no independent power source. The lift shall operate on the vehicle's existing heavy duty electrical system.

4.5.4 Placement of the lift or the method of attaching shall not significantly diminish the structural integrity of the vehicle or cause a hazardous unbalancing of the vehicle either by its weight when the vehicle is moving or by its weight and load when the vehicle is stopped, subject to the vehicle manufacture's recommendations.

4.5.5 All protrusions or moving parts of the lift mechanism which could snag clothing shall have a guard or shield to protect passengers and/or operator.

4.5.7 An operational manual shall be provided.

4.6 Lift Platform

4.6.1 The platform to be provided shall be the widest available for the manufacturer with a minimum clear usable width of 34" and a minimum clear usable length of 51".

4.6.2 The lift platform shall also be in compliance with ADA and FMVSS 403 and 404 requirements.

4.6.3 The maximum weight that lifted by the lift shall be posted on the lift (1000lbs.).

4.6.4 Platforms shall be capable of being raised and lowered with no sudden acceleration, deceleration or jerking motion.

4.6.5 A handrail restraint, a belt between the two handrails, shall be provided in order to offer extra security for passengers in wheelchair/mobility aid devices as the are lifted on the platform.

4.7 Lift Controls, Interlock, and Backup Systems

4.7.1 Operating controls shall be of heavy-duty commercial type and shall be designed for hand-held operation with a long cord extension to allow operation of the lift by the operator standing outside the vehicle at a position behind or at the side of the lift platform. A method for storing and securing the controls when not in use shall be provided.

4.7.2 The lift operation and interlock shall be in compliance with ADA and FMVSS 403 and 404 requirements.

4.7.3 The controls shall be designed to be used safely without adverse effects to the operator or to the controls in all weather conditions.

4.7.4 Lift controls shall allow for instant direction reversal at any point in the cycle.

4.7.5 The vehicle shall have an interlock system that will not allow the vehicle to be shifted out of park if the lift door is open. As an added feature, is also will not allow the vehicle to be shifted out of park anytime the parking (emergency) brake is applied.

4.7.6 The interlock system shall make the lift controls inoperative unless the vehicle's emergency brake is active.

4.7.7 The interlock system shall only allow the lift to be operational when the vehicle is in "Park", the "parking (emergency) brake is engaged, the "ignition" is on, and the "lift door" is open.

4.7.8 In addition to the normal operating power, a manual backup system for unloading wheelchair/mobility aid passengers and returning the lift to the stowed position shall be provided in the

event of electrical failure. The backup system shall be mounted on the interior of the vehicle, close to the lift, and in a location that will not interfere with passenger loading and unloading.