NORTH SALEM CENTRAL
School District

BIDS WILL BE OPENED AT:

TIME: 10:00 A.M.

DATE: Thursday, September 26, 2024

PLACE: North Salem CSD

230 June Rd.

North Salem, NY 10560

District Business Office

SPECIFICATIONS AND BID FORMS FOR THE PURCHASE OF TWO (2) TYPE A SCHOOL BUSES BID NO. 24-25-19

BIDDER INFORMATION:

NAME OF BIDDER: _____

ADDRESS OF BIDDER: _____

_____

TELEPHONE: _____ **CONTACT PERSON:** _____

EMAIL: _____

INSTRUCTIONS TO BIDDERS

1. ANY SEALED BID PROPOSAL NOT SIGNED IN BY A REPRESENTATIVE OF THE SCHOOL DISTRICT PRIOR TO THE OPENING OF THE BID WILL BE RETURNED TO THE VENDOR UNOPENED. NO EXCEPTIONS.

2. THE SCHOOL DISTRICT REQUIRES THAT THE BUSES REQUESTED IN THIS BID BE DELIVERED READY FOR OPERATION WITH A NYS DOT STICKER AFFIXED TO THE WINDSHIELD AND THAT DELIVERY SHALL BE NO LATER THAN DECEMBER 31, 2024.

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   IF THE BUSES ARE DELIVERED BY DECEMBER 31, 2024 THE SUCCESSFUL BIDDER MAY BE PENALIZED AT A RATE OF $200.00 PER DAY FOR EACH OPERATING SCHOOL DAY THE BUSES ARE NOT DELIVERED READY FOR USE.

3. BIDS MUST BE SUBMITTED ON THE ATTACHED SET OF FORMS IN THE ORDER THAT THEY WERE RECEIVED. DO NOT SEPARATE THESE SHEETS! INITIAL EACH PAGE WHERE SHOWN.

4. THE BIDDER MUST SHOW DETAILED SPECIFICATIONS ON THE COMPLETE UNIT BEING BID. ALL BIDDERS MUST COMPLETE THE ATTACHED SPECIFICATIONS. EACH LINE REQUIRES A RESPONSE STATING THE SPECIFICATIONS PROPOSED BY THE BIDDER. IN THE EVENT THE SPECIFICATIONS ARE EXACTLY AND UNEQUIVOCALLY IDENTICAL TO THE SPECIFICATIONS ESTABLISHED BY THE SCHOOL DISTRICT, INCLUDING BRAND NAME, THE BIDDER MAY RESPOND WITH THE PHRASE "NO EXCEPTIONS". IN ALL OTHER CASES, AND FOR ALL BRAND NAME ITEMS, BIDDER IS REQUIRED TO PROVIDE WRITTEN SPECIFICATIONS. EACH LINE ON WHICH INFORMATION IS REQUESTED MUST BE COMPLETED AND MUST PARALLEL THE INFORMATION PROVIDED BY THE SPECIFICATIONS. THE TERMS, "NO STRUCTURAL DIFFERENCES" WILL NOT BE PERMITTED. IT IS THE RESPONSIBILITY OF THE SCHOOL DISTRICT AND THEIR REPRESENTATIVES TO DETERMINE IF A SUBSTITUTION TO THE SPECIFICATIONS IS "OR EQUAL". THEREFORE, THE BIDDER MUST BE REQUIRED TO PROVIDE DETAILED SPECIFICATIONS SO THAT THE SCHOOL DISTRICT CAN MAKE THE NECESSARY COMPARISONS TO ENABLE THEM TO REACH THE PROPER DECISION. FAILURE TO COMPLY WILL RENDER THE BIDDER INVALID FOR MATERIAL NON-COMPLIANCE TO OUR SPECIFICATIONS.

5. MANUFACTURERS MUST HAVE FILED DETAILED SPECIFICATIONS OF THEIR PRODUCT WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION. THEY MUST HAVE AN ASSIGNED AND APPROVED MODEL NUMBER FOR THE CHASSIS AND/OR BODY, AND A FLOOR PLAN APPROVAL NUMBER FOR THE REQUESTED BUSES. BIDDER SHALL BE CERTAIN OF THE CORRECT MODEL NUMBER AND FLOOR PLAN APPROVAL NUMBER BEFORE SUBMITTING IT. IF THE UNIT BID HAS NOT BEEN APPROVED BY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION, THE VALHALLA UNION FREE SCHOOL DISTRICT RESERVES THE RIGHT TO REJECT THE BID.

6. EQUIVALENCY WILL BE DETERMINED BY THE SCHOOL DISTRICT ON THE BASIS OF AN ITEM-BY-ITEM COMPARISON OF CONSTRUCTION. ALL BIDS ARE TO REPRESENT COMPLETE UNITS –CHASSIS AND BODY.

7. PROPOSAL SHALL BE ENCLOSED IN A SEALED OPAQUE ENVELOPE AND MARKED WITH THE NAME OF THE BIDDER, THE DATE AND TIME OF THE BID OPENING AND THE TITLE "24-25-19: TYPE A SCHOOL BUS BID."

8. ALL BIDS MUST BE RECEIVED AT THE **BUSINESS OFFICE** BY 10:00am THURSDAY, SEPTEMBER 26, 2024 ANY BID RECEIVED AFTER THIS DATE/TIME WILL BE RETURNED TO THE BIDDER UNOPENED. NO TELEPHONE, EMAIL OR FACSIMILE BIDS WILL BE ACCEPTED. IT IS THE SOLE RESPONSIBILITY OF THE BIDDER TO ENSURE THAT THEIR BID IS RECEIVED AT THE NORTH SALEM SCHOOL DISTRICT BUSINESS OFFICE: 230 JUNE ROAD, NORTH SALEM, NY 10560 BY THE DATE AND TIME INDICATED.

9. THE SCHOOL DISTRICT RESERVES THE RIGHT TO REJECT ANY OR ALL BIDS IF THE SCHOOL DISTRICT'S REVIEW OF THAT BID OFFER AND ANY SUBSEQUENT INSPECTION OF THAT VENDOR'S PRODUCT FAILS TO SATISFY THE SCHOOL DISTRICT THAT THE LEASE/PURCHASE OF THAT VEHICLE WOULD BE IN THE BEST INTEREST OF THE DISTRICT, THE DISTRICT CAN REJECT THE BID. THE SCHOOL DISTRICT ALSO RESERVES THE RIGHT TO WAIVE ANY INFORMALITY IN THE BID PROCESS IF IT IS IN THE BEST INTEREST OF THE SCHOOL DISTRICT.

10. **NON-COLLUSIVE BIDDING CERTIFICATION:** THIS CERTIFICATION MUST BE COMPLETED, SIGNED AND SUBMITTED WITH THE BID.

11. **IRAN DIVESTMENT CERTIFICATION:** THIS CERTIFICATION MUST BE COMPLETED, SIGNED AND SUBMITTED WITH THE BID

12. **SEXUAL HARASSMENT POLICY/TRAINING CERTIFICATION:** THIS CERTIFICATION MUST BE COMPLETED, SIGNED AND SUBMITTED WITH THE BID.

SCHOOL BUS SPECIFICATIONS
CHASSIS

The school bus chassis furnished shall comply with the current Regulations of the Commissioner of Education of the State of New York relating to the school bus rules, standards, and specifications, rules, and regulations of the Department of Motor Vehicle and the Public Service Commission of the State of New York. In addition, the Board of Education requires the following specifications or equivalents, with equivalency to be based on the Board of Education decision as to overall specifications and performance.

BOARD OF EDUCATION MINIMUM REQUIREMENTS	ITEMS WHICH SCHOOL BUS CHASSIS DISTRIBUTOR AGREES TO SUPPLY (explain in detail)
A. Make: Collins, Chevy, GM. Make must not be FORD **B. Chassis Model:** CG33503 **C. GVWR:** 10,100 lbs. **D. Year:** 2023 or newer 1. **Alternator:** 220 AMP 2. **Axles:** Front Axle: 4,100 Rear Axle: 6084 Ratio: 3.73 3. **Brakes:** 4-wheel anti-lock power disc brakes 4. **Windshield:** Solar Ray tinted windshield 5. **Cooling System:** HD cooling engine oil/trans oil 6. **Emissions:** 50 state emission 7. **Engine:** 6.6L Gas V8 8. **Fuel Tank:** 33 Gallons 9. **Gauges:** Fuel, Oil Pressure, Voltmeter, Engine Coolant Temperature 10. **Heater:** Front OEM high output w/ defroster 11. **Horn:** Dual note electric 12. **Mirrors:** Std GM mirror replaced with Rosco mirror with back up camera function 13. **Shock Absorbers:** Heavy Duty front and rear 14. **Signals:** Directional & hazard warning with heavy-duty flashers 15. **Suspension, Front:** Independent coil spring with stabilizer bar 16. **Suspension, Rear**: Rear drive axle with multi-leaf springs 17. **Steering:** Power assist, with chassis OEM tilt 18. **Tires:** LT 225/75 R16 load range all season 19. **Transmission:** 6 speed auto w/ OD 20. **Undercoating:** Entire underside of body (except along path of exhaust) 21. **Wheelbase:** 139” 22. **Wheels:** 16” x 6.5” argent steel 23. **Wipers:** 2-speed intermittent w/ washer 24. **Air conditioning:** OEM Dash A/C 25. **Radio:** aftermarket AM/FM with USB. 26. **Keys:** Each unit is to be delivered with 2 keys programmed to the unit. 27. **Warranties:** 3 years/ 36,000-mile bumper to bumper. 5 years/ 60,000-mile power train.	

. SCHOOL BUS SPECIFICATIONS BODY

The school bus body furnished shall comply with the Rules and Regulations of the Department of Motor Vehicle and of the Department of Transportation, Division of Traffic and Safety, of the State of New York, and the Federal Motor Vehicle Safety Standards. It is the intent of these specifications to provide detailed guidelines for the purchase of school bus bodies which will best serve the school district. In making this determination it is assumed that the initial cost is only one basis of comparison. Other base of consideration and comparison such as total overall cost of operation, safety design of the school bus body entailing structural design, contemplated life expectancy, stature of manufacturer and distributor in the industry pertaining particularly to the history of operation, service and sales efforts will be a part of the determination by the school board.

In addition, the Board of Education is requiring the following detailed design specifications and conditions, all of which must be completed in detail describing the bidder's offer.

BOARD OF EDUCATION MINIMUM REQUIREMENTS	ITEMS WHICH SCHOOL BUS BODY DISTRIBUTORAGREES TO SUPPLY (explain in detail)
The Collins Bus Corporation SL, TL, SH, DH, TH, and DE vehicle models are sold under the brand Collins®. The vehicles are a body-on-chassis design with steel cage body construction and steel or lightweight aluminum skin. Cut-away van chassis are manufactured by Ford or General Motors (Chevrolet) and range in size from 9,000 lbs. GVWR with single rear wheels to 14,500 lbs. GVWR with dual rear wheels. SL, TL, SH, DH, TH, and DE models may be classified as a "School Bus" or as the school bus sub-category "Multifunction School Activity Bus" (MFSAB). For certification as a school bus, vehicles must be equipped with certain mandatory optional equipment including an operational 4- or 8-light warning light system (per FMVSS 108), stop arm (per FMVSS 131), and school bus certified passenger seating (per FMVSS 222). For certification as an MFSAB, vehicles must be equipped with school bus certified passenger seating. Certain States require additional equipment for school buses and MFSABs used by the state, but the omission of such State equipment does not affect the Federal classification. School bus and MFSAB student passenger weight is considered to be 120 lbs. for each designated seating position. Federal law requires that a vehicle sold or leased for the purpose of transporting 10 or more students (plus the driver) to or from school or school-related activities must be a school bus. In some cases, the vehicle may be an MFSAB if the application does not involve loading or unloading passengers in traffic areas. State regulations may affect the usability of such a vehicle in a State, but they do not supersede Federal laws for manufacture and sale. SL, TL, SH, DH, TH, and DE models may be classified as a "Bus" or "Multipurpose Passenger Vehicle" (MPV), depending on passenger capacity, under current FMVSS definitions. Vehicles designed to transport 10 or more passengers (plus the driver) are defined as a bus, while vehicles designed to transport 9 or fewer passengers are defined as an MPV. For certification as a bus or MPV, all models of 10,000 lbs. GVWR or less must be equipped with lap and shoulder belt restraints for all passenger seating positions and require egress windows. Bus and MPV adult passenger weight is considered to be 150 lbs. for each designated seating position. Though all models meet school bus body construction specifications, they do not necessarily include warning lights, stop arms, or school bus certified passenger seating and may not be sold or leased for use as a school bus or MFSAB. The Collins Bus Corporation family of products has been durability tested according to FTA/STURAA guidelines at the Altoona Bus Research and Testing Center in Altoona, Pennsylvania to simulate 7	

years/200,000 miles of use. Collins Bus Corporation design, manufacturing, and quality management systems have been certified to meet ISO 9001:2015 standards.

Battery/Storage Compartment (Optional)
SL, SH, DH, and DE models offer an optional combination battery and storage compartment located on the curb side of the vehicle behind the entrance door in the skirt. Compartment interior dimensions are 12" H X 14.5" D X 50" W on models with a wheelbase of 139" or shorter and 12" H X 14.5" D X 70" W on models with a wheelbase longer than 139". The compartment is equipped with (2) ball bearing slides to allow the entire storage compartment to extend outward laterally from the side of the vehicle to provide access to its contents from above, not the side. If equipped for battery storage, the chassis battery(s) is mounted in composite battery tray(s) fastened to the bottom of the slide-out compartment. The compartment is locked in place by (2) locking latches. In the absence of the battery/storage compartment, the chassis battery is mounted in the OEM battery mount location. A second battery, if supplied with the chassis, is mounted on the frame rail side behind the chassis cab.

Bumpers
The front bumper is original equipment as supplied and certified by the chassis manufacturer and is matte black. The standard rear bumper is of pressed steel channel, 3/16" thick, with wrap around corners that extends more than 12" forward of the rear body surface at floor line and is coated with zinc primer and matte black powder coating. Optional bumpers are constructed of aluminum with black powder coating. The bumper channel is 8” high on single rear wheel models, 10” high on dual rear wheel models, and includes flanges 2" in depth. Molded plastic shrouds protect the leading edge of the bumper from catching on passing objects. The bumper extends approximately 1" beyond the rear perimeter of the bus body.

Construction, Body Cage
The vehicle utilizes a body-on-chassis design. Lateral cage members consist of continuous tubular roof bow members extending from the floor of one side of the vehicle, across the roof, and to the floor on the other side of the vehicle. Roof bows are constructed of G-90 galvanized High-Strength Low-Allow (HSLA) tubular steel. All longitudinal structural members are continuous and extend from the forward-most roof bow to the rear-most roof bow. Roof bows pass through the longitudinal members at each intersection and create an interlocking structure. All longitudinal members are fastened to both inner and outer surfaces of the roof bows. Longitudinal body cage members are constructed of G-90 galvanized steel.
Continuous longitudinal "seat rail attachment" members are located in each side wall at the height point where seats attach to the wall. The roof bows pass through these members at each intersection to create an interlocking structure, and seat rails are fastened to the seat rail attachment members. Seat rails are constructed of G-90 galvanized steel.

Construction, Body Panels
SL408, TL408, TH408, and SH408 single rear wheel models are constructed with aluminum interior, aluminum exterior roof, and aluminum exterior side panels. All other models are constructed with aluminum interior, aluminum exterior roof, and G90 galvanized steel exterior side panels. Both inner and outer surfaces of interior and exterior body panels are coated with corrosion-inhibiting primer, and exposed surfaces are coated with an additional layer of corrosion-inhibiting paint. All exterior panels are attached to the steel cage structure with insulating sealed

rivets to prevent corrosion of materials around the fasteners. All inner and outer panels edges are attached to mating structure or other panels using structural adhesive.

Construction, Floor
Floor construction consists of "closed" C-section steel cross members extending the entire width of the vehicle body and are located directly above attachment points where the floor structure fastens to the vehicle frame. Cross members are reinforced at frame attachment points. Continuous longitudinal members extend the length of the passenger compartment floor and include a lower flange for fastening the floor structure to the vehicle chassis frame rail and include an upper flange for fastening passenger seating to the floor structure of the vehicle. Floor cross members pass through the longitudinal members at each intersection to create an interlocking structure.
The floor structure is attached to the vehicle chassis frame rails through rubber mounts on both upper and lower sides of the upper frame rail flange. Transit models, per Ford design requirement, are hard mounted to the chassis. No rubber isolator can be used between the body and frame. All fasteners attaching the vehicle body to the vehicle chassis frame shall be capable of being inspected and accessible from outside the chassis frame rails. Standard sub-flooring consists of 1/2" plywood layered with a full-length, full-width corrosion-resistant metal "belly skin". 5/8" plywood and 14 gage floor support plates are optional.

Door, Entrance
The front entrance door is of double swing-out leaf design and is within clear view to the right of the driver. The entrance door provides a clear opening of 25" (Electric Doors 27") x 70" on the SL and TL models, 25" (Electric Doors 27") X 78" on SH, TH, and DH models, and 25" (Electric Doors 27") x 82" on DE models. The entrance door is manually operated by the driver using linkage to provide a positive lock in both the open and closed positions. The door control mounting bracket features a swing-away mount that allows easy access to the engine cover with the removal of a single retaining bolt.
The gasket seal between the door leaves allows more than 2" rubber compression, without crushing, when the doors are in the closed position. Door leaf construction is aluminum extrusion. The doors close on the outer face of the lower entrance step well step and prevent moisture from falling on the top surface of the lower step. All door leaf glass is AS-2 safety glass and is mounted in rubber to prevent leak possibilities. The glass is located within four inches of the first step top surface. The top inside surface of the door opening is padded with a 1” thick pad.

Door, Rear Egress
A standard rear egress door has a clear opening of 36" x 50". The door utilizes a maintenance-free stainless steel continuous hinge for the highest integrity at the door pivot point. A positive rear door latch utilizes a slide-bar design. A rear door check, of locking-pawl design, provides a positive hold in the open position. The door includes an upper window 21" x 32" in size and a lower window 12" x 32" (over 400 sq. in.) in size, both of which are mounted with zip-in rubber gaskets. The area above the door is padded with a 1" thick x 5" high head knocker. Reflective tape outlines the entire rear emergency door conforming to FMVSS 217. An emergency door warning buzzer, located in the electrical compartment near the driver's seat, indicates when the emergency door is unlatched.

Electrical System
Driver control rocker switches are back lit and located on the engine cover "doghouse". Switches are provided for warning light

functions and electrical options. All body wiring and fuses are located in the electrical compartment in the front interior bulkhead above the windshield and are easily accessed through a snap-in door. The wiring is enclosed in loom meeting SAE standards, and is adequately supported and routed for protection from heat, moisture, solvents, corrosion, road debris, abrasion and tension. Wiring is of sufficient length to permit proper positioning as well as replacement of terminals at least twice without excessive tension. Grommets are provided at all points where wiring penetrates metal or other materials with acute edges.
Wiring harness is routed above windows inside easily removable molding. The wiring harness is pre-wired for all standard features, routine options, and grounds for all light fixtures. All wiring is color-coded and function-coded with labels for easy identification of system function. Each wire's gage, color code and type are referenced on electrical diagrams covering connections to OEM electrical systems. Connectors in the main wiring harness are quick-disconnect single- and multi-prong. A solid-state InPower™ control unit controls power to school bus warning lights and stop arm. Various circuits may be easily reconfigured as "Continuous Battery" power or "Ignition Switched" power without changing wiring or harness connections.

Endcaps
Contoured fiberglass front and rear endcaps are standard on all models. Two profiles are available depending on the selection of warning lights. Black 8" "SCHOOL BUS" lettering, reflective decals, and lighted signs are optional.

Floor Covering
Floor rubber is bonded to the plywood with a water proof adhesive. Smooth 1/8" black rubber is used under seats with a 3/16" black ribbed rubber used in the aisle. Gray rubber flooring and extruded aluminum aisle trim is optional.

Heaters and Fans (Optional)
The front heater and defroster are supplied by chassis manufacturer. Optional heaters for the passenger area are rated at 60,000 BTU and are hot-water heat. All hoses are attached with heat stabilized, UV resistant, wide strap, heavy duty polyamide plastic cable ties. Passenger compartment auxiliary heaters are located under a seat or against the wall so leg and aisle room is not impeded. Additional two-speed auxiliary fans are also available for the driver's area. Shut off (1/4 turn) valves with air bleeders are standard with rear-mounted optional heaters. Pull-cable operated flow control valve and circulation pump are available to add with a standard heater system.

Insulation
Fiberglass blanket insulation is provided in ceiling, side walls, rear wall, and endcaps. Insulation is nominal 1.50" thickness compressed into cavities, is flame retardant, UL approved and R-5 factor. As installed, insulation is non-toxic.

Lights, Exterior
Front amber and rear red center identification lights and corner clearance lights are standard. For certification as a "school bus", mandatory optional equipment includes eight-light warning system consisting of two each amber and red 7" alternately flashing warning lamps at the front and rear of the bus. They are wired so that amber lamps are energized manually, and red lamps are automatically energized (with amber lamps being automatically de-energized) when bus service door is opened. Control switches are mounted on the door control post. A light indicator shows when lights are flashing. 3" nominal black borders around the warning lights are available. An optional four-light warning lamp system is

also available along with visors for both four and eight light systems.

Lights, Interior
Four (4) interior LED dome lights are located in the body section and TWO (2) LED dome light is located above the driver's area. Two LED (2) low-mounted stepwell lights are activated automatically when the entry door is opened.

Lights, Rear Body
The rear of the bus includes two (2) red 7" turn signal lights, two (2) red 7" stop/tail lights, two (2) red 4" LED recessed stop/tail lights, and two (2) 4" LED recessed backup lights. Two (2) red reflectors are located on the rear of the bus and on each side of the rear. Amber lenses or lenses with arrows are available as an option for the rear turn signals.

Mirrors
Exterior mirrors are black 7" x 9.5" and 7" x 4" convex rearview. Crossover mirrors are 9" x 13". All rearview mirrors meet FMVSS 111. Interior mirror located on the windshield is chassis manufacturer standard. An optional 6" x 16" or 6” x 30” interior mirror can be installed over driver’s head for convenient view of the passenger compartment.

Paint
The exterior of the vehicle is finished in a multi-stage paint process including corrosion-inhibiting primer, Akzo-Nobel Autocoat LV high-solids sealer, and Akzo-Nobel LV acrylic urethane enamel paint. The coating system is engineered for extra smoothness, gloss retention, chemical and stone-chip resistance. White paint on roof panels are standard. The white color extends from 1" above the drip rail above the passenger windows across the vehicle roof, and spans to within 4" of the front and rear roof caps. Standard exterior paint on body sides and endcaps is available in white or "school bus" yellow, and custom colors are optional. Paint on interior panels is white.

Rubrails
16 gage G-90 galvanized steel rubrails, exceeding 4" in section width, are standard at the seat-level and floor-level of the vehicle. On DH and DE models, the rubrails run continuously from behind the cab the full length of the body wrapping around the rear corner at seat level and floor level without splices. On SL, TL, TH, and SH models, the seat-level rubrail wraps around the rear corner of the vehicle continuously with no splices, and the floor-level rubrail stops at the rear corner. Two (2) mechanical fasteners attach the rubrails at each vertical side wall member. Additional fasteners attach each rubrail to longitudinal structure within the side walls, for the entire rubrail length, at no more than 8" centers. Wrap-around window level rubrail, if added, wraps are the rear corner to the end at the rear egress door. Optional rubrails on the body skirts are available. All rubrails are painted black as standard, and can be optionally painted white or a custom color.

Seat, Driver
The driver’ seat is supplied by chassis manufacturer. On Chevy and Ford E-Series models a gray vinyl high-back bucket seat with adjustable seat back and is adjustable fore and aft only on the seat base is standard. On Ford Transit models a black with gray insert vinyl high-back bucket seat with adjustable seat back and is adjustable fore and aft only on the seat base is standard. It includes a seat belt and retractable shoulder harness. Driver's seat belt for Ford Transit and Chevy models is orange as a Collins standard option. Ford E-Series is only available with a gray seat belt.

Seats, Passenger (Optional)
All Collins Bus Corporation SL, TL, SH, DH, TH, and DE model vehicles may be equipped with school bus-certified passenger seats. Seats meet FMVSS 222 School Bus Seating and Crash Protection and FMVSS 302 Flammability Test requirements. Seats may be equipped with either lap belts of up to 3 colors depending on passenger capacity, or 3-point lap/shoulder belts (3-point belts are required on all models with a GVWR of 10,000 lbs. or less). Seats may be equipped with Integrated Child Seats (ICS) or LATCH anchorages. Freedman activity seats are available for some applications. Seat spacing may be set between 24" to 28" knee space. Knee space is measured at the top of the seat cushion, 8" from the aisle-side edge of the seat, and includes compression of any loose upholstery. The seat spacing dimension at the aisle-side edge of the seat may be approximately 1.5" less than at the knee space measurement point.

A single passenger seat is available in 22" and 26" widths. Two-passenger seats are available in 26", 30", 36", and 39" widths. Three-passenger seats are available in 39" and 45" widths. All seats are covered in heavy duty gray vinyl with 28" high backs and feature black powder coated steel frames. Seats are mounted at the wall to a continuous seat rail track constructed of G-90 galvanized steel. The seat rail track is fastened to a continuous structural longitudinal member within the wall, and the roof bows pass through the longitudinal member to create an interlocking structure. Each seat leg is secured to the floor using three (3) grade 8 fasteners with locking flanged nuts on the floor structure underside. Seat track for floor-mounting is optional.

Stop Arm (Optional)
Optional equipment includes an electric stop arm located under the first passenger window behind the driver's door or optionally at the rear passenger window. The stop arm is a red octagon with a white border, white 6" letters and two red flashing lights on each side of the blade. The stop arm is energized by opening the entrance door when warning lights are activated. Reflectorized and strobe light stop arms are also available. A stop arm is mandatory optional equipment if the finished vehicle to be certified as a "school bus".

Undercoating
Standard heavy-duty undercoating includes undercoating applied to all body components except within 12" of the exhaust system or driveshaft. Optional full undercoating includes undercoating applied to all exposed body components and cab components including chassis sheet metal. Undercoating meets or exceeds applicable Federal specifications, including TT-C-520-B, and FMVSS 302. The chassis frame is factory coated by the chassis manufacturer. Chassis mechanical components (axles, driveshaft, etc.), wiring, fluid lines, fuel tank, and exhaust system are not coated.

Window, Door Transition Right-Hand
A full-view one piece window is located on the right-hand side of the vehicle rearward of the windshield A-pillar and forward of the passenger entrance doors. The window is 14" x 41" nominal (560 sq.in.) on Chevrolet models, 12" x 36" nominal (435 sq.in.) on Ford E-Series models and 20" x 50" nominal (810 sq.in.) on Ford Transit

Windows, Passenger
Black aluminum frame windows are 28" H X 30" W on SL and TL models, and 36" H X 30" W on all other models. Adjustable top sash with nylon catches are 12" H x 30" W on all models. The lower sash is stationary. All window glass is mounted in rubber to

prevent leak possibilities. Window frames mount in the body with rubber gaskets from the outside of the vehicle to promote ease of window assembly replacement. Window frame vertical members are constructed of composite plastic. Tempered glass is standard. Laminated glass and thermopane glass are optional. Vertically-hinged egress windows with unlatch warning buzzers are optional, and adequate egress zone clearance for all egress windows is located above passenger seating, not between passenger seating.

Statement Of Certification

Collins Bus Corporation SL, TL, SH, DH, TH, and DE products meet all applicable FMVSS standards in effect on the date of manufacture including the following:

FMVSS 107	Reflecting Surfaces
FMVSS 108	Lamps, Reflective Devices, and Associated Equipment
FMVSS 111	Rearview Mirrors
FMVSS 115	Vehicle Identification Number
FMVSS 131	School Bus Pedestrian Safety Devices
FMVSS 201	Occupant Protection in Interior Impact
FMVSS 205	Glazing Materials
FMVSS 207	Seating System
FMVSS 208	Occupant Crash Protection
FMVSS 209	Seat Belt Assemblies
FMVSS 210	Seat Belt Assembly Anchorages
FMVSS 217	Bus Window Retention
FMVSS 220	School Bus Rollover Protection
FMVSS 221	School Bus Body Joint Integrity
FMVSS 222	School Bus Passenger Seating and Crash Protection
FMVSS 301	School Bus Fuel System Integrity
FMVSS 302	Flammability of Interior Materials
FMVSS 403	Wheelchair Lifts
FMVSS 404	Wheelchair Lift Installation in Motor Vehicles

BID FORM FOR THE PURCHASE OF TWO (2) TYPE A SCHOOL BUSES
NORTH SALEM CSD BID NO. 24-25-19

THE UNDERSIGNED HEREBY AGREES AND PROPOSES TO **FURNISH AND DELIVER to:** NORTH SALEM CSD, BUS GARAGE 175 JUNE ROAD, NORTH SALEM, NY 10560:

Brand New 2023 (or newer) Collins (or pre-approved equal) single rear wheel 20c / 13A passenger 4 row TYPE A SCHOOL BUS

Purchased outright (no leasing involved), bidder's selling price for unit 1 _____

Purchased outright (no leasing involved), bidder's selling price for unit 2 _____

RESPECTFULLY SUBMITTED:

BIDDER: _____ **DATE:** _____

BY: _____
(SIGNATURE)

_____
(TITLE)

BIDDERS' INITIALS: _____

NORTH SALEM CSD

TWO (2) TYPE A SCHOOL BUSES

BID NO. 24-25-19

BID PROPOSAL CERTIFICATIONS

Firm Name _____

Business Address _____

_____

Phone # _____ Date of Bid: _____

I. General Bid Certification

The bidder certifies that he will furnish, at the prices herein quoted, the materials, equipment, and/or services as proposed on this bid.

II. Non-Collusive Bidding Certification

By submission of this bid proposal the bidder certifies that he is complying with the Section 103-d of the General Municipal Law as follows:

Statement of non-collusion in bids and proposals to political subdivisions of the state. Every bid or proposal here-after made to a political subdivision of the state or any public department, agency, or official thereof where competitive bidding is required by statute, rule, regulation, or local law, for work or services performed or to be performed or goods sold or to be sold, shall contain the following statement subscribed by the bidder and affirmed by such bidder as true under the penalties of perjury:

Non-collusive bidding certification.

A. "By submission of this bid, each bidder and each person signing on behalf of any bidder certifies, and in the case of a joint bid each party thereto certifies as to its own organization, under penalty of perjury, that to the best of knowledge and belief:

1. The prices in this bid have been arrived at independently without collusion, consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other bidder or with any competitor.

2. Unless otherwise required by law, the prices which have been quoted in this bid have not been knowingly disclosed by the bidder and will not knowingly be disclosed by the bidder prior to opening, directly or indirectly, to any other bidder or to any competitor; and

3. No attempt has been made or will be made by the bidder to induce any other person, partnership, or corporation to submit or not to submit a bid for the purpose of restricting competition."

B. A bid shall not be considered for award nor shall any award be made where A, 1, 2, and 3 above have not been complied with; provided, however, that if any case the bidder cannot make the foregoing certification, the bidder stall so state and shall furnish with the bid a signed statement which sets forth in detail the reasons therefore. Where A, 1, 2, and 3 have not been complied with, the bid shall not be made unless the head of the purchasing unit of the political subdivision, public department, agency or official thereof to which the bid is made, or his designee, determines that such disclosure was not made for the purpose of restricting competition.

1. the fact that a bidder (a) has published price lists, rates, or tariffs covering items being procured, (b) has informed prospective customers of proposed or pending publication of new or revised price lists for such items, or (c) has sold the same items to other customers at the same prices being bid, does not constitute, without more, a disclosure within the meaning subparagraph one (A).

2. Any bid hereafter made to any political subdivision of the state or any public department, agency, or official thereof by a corporate bidder for work or services performed or to be performed or goods sold or to be sold, where competitive bidding is required by statute, rule, regulation, or local law, subdivision one of the section, shall be deemed to have been authorized by the board of directors of the bidder, and such authorization shall be deemed to include the signing and submission of the bid and the inclusion therein of the certificates as to non-collusion as the act and deed of the corporation.

Authorized Signature & Title: _____

Date: _____