



ADDENDUM NO. 7

RFP #26-011 Mid-Life Transit Vehicle Overhaul

March 11, 2026

RFP #26-011 Mid-Life Transit Vehicle Overhaul issued on January 15, 2026. This Addendum is being issued to clarify the RFP documents and shall supersede and supplement all portions of previously issued RFP documents with which it conflicts.

NOTE: The revised Scope of Work is attached with edits/changes tracked. Proposers shall use this revised Scope of Work for preparing pricing and proposals. A new pricing sheet is attached, and a Word version is uploaded to the PVTA website to reflect changes to the Optional Work section.

All other requirements of the RFP shall remain in full force and effect.

SECTION 5. SCOPE OF WORK

This section is designed to provide the Proposer with details of the Scope of Work required and is not intended to represent all legal requirements of the Contract.

Proposers submitting a response to this RFP must be able to perform all duties contained within this Scope of Work.

Any items omitted from this specification which are clearly necessary for the successful completion of the project shall be considered a portion of the project although not directly named in these specifications.

If present, brand, manufacturer or product names are indicated in the specifications and/or attachments only for the purpose of establishing identification and a general description of the item(s) sought. Items of equal quality, not bearing such names, may be submitted in the bid, provided however that prior approval for the item is obtained from PVTa.

Requests to use an alternate/equivalent part as allowed in this section must be approved by PVTa prior to installation. Forward all such requests to UMass Transit Services' Director of Maintenance (Thomas Vincent) at 185 Holdsworth Way, Amherst, MA 01003.

5.1 Overview of Services Sought

The PVTa requests responses from qualified firms for a major refurbishing/midlife repair of two (2) New Flyer Xcelsior 60ft articulated buses. All work mentioned herein shall be considered part of the basic work scope unless otherwise mentioned.

5.2 Underbody

1. The bus undercarriage shall be sandblasted and cleaned. Areas to be cleaned include, but are not limited to, the attaching areas of all mild steel structural members, bulkheads, axle beams, rear axle and suspension area.
2. All loose undercoating is to be removed to allow for full access to inspect the structure.
3. This process shall also be performed prior to the application of corrosion protection to ensure there is no residual contamination to prevent the coating from adherence.
4. Fuel tank straps and fuel lines from fuel tank shall be inspected and replaced as required under hidden damage.

5.3 Structural Members

1. After cleaning and before the application of corrosion protection material, all structural members, posts, gussets, and frame members shall be inspected for cracks, corrosion, deformations, loose or missing fasteners, and structural or accident damage. Damaged components shall be repaired or replaced with new components under hidden damage, with prior approval from the Authority. All repairs to the structure shall be according to OEM and standard industry practice. Materials used shall be of the exact measure and composition of the material removed for repair. Fasteners showing wear or corrosion shall be replaced with new fasteners. All fasteners for new items shall be SAE J386 Grade 8 bolts unless otherwise specified by the OEM.

2. The upper exit door frame structure is to be fully inspected for cracks or structural damage. Repairs shall be made under hidden damage.
3. Corroded structural members above the aft center axle air springs shall be replaced or repaired ~~under basic work~~. As required under hidden damage with prior approval from PVTa.
4. All air tank mounting bolts and brackets shall be inspected and re-torqued. Cracked or broken mounting studs found shall be repaired under hidden damage.

5.4 Hardware

1. All hardware replaced or installed, including but not limited to screws, bolts, nuts, rivets and threaded inserts shall be stainless steel unless engineering requirements dictate otherwise.

5.5 Mud Flaps and Splash Aprons

1. New heavy-duty mud flaps shall be installed on with OEM or equivalent if approved by PVTa.. New fasteners will be used to attach the aprons. All fasteners shall be Stainless Steel.
2. New heavy-duty splash aprons shall be installed with new OEM or equivalent if approved by PVTa.
3. The dimension for the measurement of ground clearance for the front and rear aprons shall be with the bus set on level ground at the OEM recommended ride height.

5.6 Corrosion Protection

1. All exposed mild steel housing, bulkheads, plating, posts, structural and framing surfaces under the bus shall have Axalta Tuf-Coat UC1006 undercoating ~~properly~~ applied per the undercoating manufacturer's procedure to prevent corrosion. The Contractor shall follow the manufacturer's recommended preparatory steps and recommended primers/base coats. Corrosion protection shall be applied when the undercarriage is thoroughly clean and dry to ensure coating adherence.
2. All sections brought down to bare metal shall be primed with a zinc rich etching primer prior to application of undercoating.
3. Sections of structure where rust is found that does not warrant structural repair shall be treated to neutralize rust after sandblasting and prior to application of coatings and primer.
4. Areas of light, damaged or missing undercoating shall be covered. All other areas of the bus shall be protected from overspray or cleaned if sprayed. All dissimilar metals are required to have corrosion protection applied.

5.7 Air System

1. The air system shall be restored to like-new condition. The air compressor shall be replaced with a new OEM compressor if not included with replacement engine. All air system valves, and associated parts shall be replaced with new Bendix components or approved equal. If remanufactured air system components are to be used, proposer shall submit a list of the remanufactured components and who remanufactures each component. ~~Remanufactured or substitute brands will not be accepted.~~ Any replacement air hose fittings shall match existing DOT rated brass fittings. "Quick Release" connections on nylon brake tubing will not be accepted. The air system configuration (tubing size, fitting sizes, valve

crack pressures) shall not be modified. A new or remanufactured OEM Bendix AD-IP Tandem air dryer shall be installed, with purge valve and heater assembly.

2. Air tanks shall be removed from the bus and shall be tested and inspected. Internal check valves shall be checked for proper function. be thoroughly cleaned. Once cleaned, tanks shall be inspected and pressure tested before they are reinstalled. Tanks that fail the pressure test or have other damage shall be replaced with new tanks. When reinstalled
3. The driver's control valves such as door valves, air system, etc. and relays shall be replaced with new OEM components, or equivalent if approved by PVTa. All parts and labor shall carry a 12-month warranty on vendor supplied parts.
4. Replace air compressor discharge line.

5.8 Electrical System

Damaged Wiring: Any damaged wiring discovered during the project shall be repaired using solder and heat shrink method. No Butt connectors or "scotch lok" type connectors shall be used. Wiring repairs not specifically called out in the Basic Work scope will be invoiced under Hidden Damage with PVTa approval.

1. The batteries shall be replaced with AGM type batteries meeting the OEM specifications for Cold Cranking Amperage and Amp-Hour Capacity with post terminals as part of Basic Work. The Contractor shall furnish a proposal for the battery system upgrade as part of Optional Work.
2. Batteries shall be load tested within three days prior to bus shipment. Battery manufacturing dates must be within 3 months of bus shipment dates. Positive and negative terminal ends shall be different sizes.
- ~~3. The equalizer shall be replaced with new Vanner 100A Equalizer. All associated cabling and connectors shall be replaced with new as part of basic work. All connectors shall be properly rated for the application. The proposed replacement cabling and connectors shall be reviewed and approved as part of the design review process.~~
- ~~4.~~3. The Battery disconnect switch will be replaced with a new OEM or equivalent if approved by PVTa.
- ~~5.~~4. All Relays shall be replaced (Omron, Gigavac or approved equivalent)
- ~~6.~~5. All switches shall be replaced, including but not limited to all toggle switches, HVAC control switches, Master Run Switch and compartment lighting switches. (Cole Hersee or approved equivalent). All toggle switches shall be the sealed type.
- ~~7.~~6. Di-Electric grease shall be used on all connections.
- ~~8.~~7. All grounds (including studs, bolts, etc.) on the vehicle shall be cleaned, inspected, and reassembled using new hardware. Dielectric grease shall be applied to all ground hardware after reinstallation. Ring terminals shall be secured with stainless steel bolts or screws.

5.9 Exhaust/Emissions Systems

1. Exhaust System

The entire exhaust system shall be inspected and cleaned to assembled per original OEM specifications. All clamps, isolators, and any attaching hardware shall be replaced with new OEM or equivalent if approved by PVTa. The following components shall be inspected, tested, and cleaned:

- Diesel Oxidation Catalyst

- Diesel Particulate Filter
- SCR Catalyst
- SCR DEF dosing unit/pump

• The following items shall be replaced:

- ~~All temperature and pressure sensors including interface modules.~~
- ~~NOX sensors~~
- ~~PM sensor~~
- DEF Tank, tank sending unit and float switch
- All DEF hoses
- Dosing Valve
- SCR coolant lines
- ~~SCR DEF dosing unit/pump~~
- DEF pressure fill system ~~solenoids/valves, quick disconnect fitting, hoses and proximity switch.~~

The emissions control system shall be completely tested, and all necessary components inspected. Upon completion of all engine and emissions system work, the bus shall meet the performance standard set by the EPA. Prior to acceptance, the emissions control system shall pass all Cummins built in diagnostic tests.

2. Engine Compartment

- a. The engine compartment shall be steam-cleaned. The exhaust tube blankets and all insulating material shall be repaired or replaced as required. The firewall shall be inspected for integrity and necessary repairs made. All engine compartment switches, gauges, solenoids, terminal blocks and connectors are to be replaced with new components. Wiring harnesses in the engine compartment shall be replaced with new OEM or equivalent harnesses if approved by PVT. All wiring throughout the bus shall be inspected to ensure that it is properly protected in conduit and secured such that it is not damaged by contact with the bus structure or other components. Engine compartment lights shall be replaced with three (3) new LED lamps.
- b. The rear run box shall be refurbished: All seals and gaskets, pass through connectors and switches shall be replaced. The C-COM-20 CAN Communicator display shall be replaced.
- c. All flexible transmission oil cooler supply lines and fittings will be replaced with new OEM parts, or equivalent if approved by PVT. Hard lines shall be inspected for damage, cracks or chafing.

5.10 Radiator/Cooling System

1. Radiator/Cooling System

The radiator, electric fan system, and charge-air cooler along with all associated parts shall be replaced with new including hoses and clamps. New top radiator hanger bushings and bolts shall be installed. Isolation mounts shall be replaced with new mounts. System shall be filled with PEAK Fleet Charge (OEM Fill) or approved equal, protected to -40 F.

The lower radiator core shall be replaced. Existing upper radiator core, CAC, fans and frame to remain. Damaged frame components and inoperative fans shall be replaced under

hidden damage. The 24v DC main power cables for the cooling package shall be inspected and repaired or replaced as required under Hidden Damage. ~~existing EMP MH9 cooling package shall be replaced with an EMP MH4 system. The 24v DC main power cables for the cooling package shall be inspected and repaired or replaced as required under Hidden Damage. The Contractor is responsible for ensuring that the MH4 system functions as required to meet the thermal requirements of the engine and charge air cooling system, including ensuring that the EMP control module is programmed correctly to communicate with the engine ECM.~~

2. Surge Tank

The surge tank shall be cleaned, inspected and pressure tested. The surge tank relief valve assembly, sight glass, all gaskets, low coolant probe, insulating washers and retainer shall be replaced with new components.

- The coolant level sensors shall be replaced with Veritech Stainless Steel sensors.
- Upper coolant level sensor PN: VT220594-D
- Lower coolant level sensor PN: VT220594-D
- All engine and transmission cooling system hoses and clamps shall be replaced.

3. All silicone hoses shall be replaced with silicone hoses compatible with the specified coolants. The hoses shall have a maximum temperature rating of no less than 400 degrees Fahrenheit and meet or exceed OEM specifications. Clamps shall be constant-torque, stainless steel with a stainless-steel worm screw. All coolant lines shall be routed and bracketed in the original OEM configuration. The radiator shall be painted with a corrosion-resistant coating; the surge tank shall be stainless steel.
4. All flexible hoses on both sides of the air intake system (intake and charge air) shall be replaced with OEM or approved equal hoses.
5. All radiator and engine de-aeration lines shall be braided stainless steel PTFE hoses (~~Danfoss Everflex~~ Hose Master MasterFlex or approved equal). Hose ends shall be stainless steel JIC fittings. Hoses shall be fitted with an external sleeve to protect them from abrasion.

5.11 Climate Control System

1. The air conditioning system shall be thoroughly restored as follows: Cooling fins shall be cleaned. At least 90% of the fin surface shall be available for unobstructed airflow. The system shall be evacuated, and all associated flexible hoses and clamps shall be replaced. Refrigerant hoses shall be OEM corrugated stainless steel hoses. System shall be recharged with R134A refrigerant, and all refrigerant oil shall be replaced. All air-conditioning ducts shall be cleaned.
2. System control modules (Thermo King “Main Module”) in both units shall be replaced and programmed with the latest version of TK firmware.
3. The A/C compressor shall ~~be rebuilt or replaced with a rebuilt unit. Proposal shall indicate who is rebuilding the A/C compressor. be replaced with an OEM Thermo King unit matching the existing unit.~~ TK approved refrigerant oil shall be used in the system. The

compressor shall be checked for alignment with the engine crankshaft pulley. A new clutch shall be installed.

4. New heater hoses shall be silicone with a temperature rating of not less than 400 degrees Fahrenheit, meeting OEM specifications for compatibility with coolant. Clamps shall be constant-torque, stainless steel. Any valves found to be defective in any way shall be replaced with new components
5. The flexible coolant supply and return hoses connecting the forward main heater core to the hard copper lines above the SDS cabinet shall be replaced with braided stainless steel PTFE hoses (~~Danfoss Everflex-Hose Master MasterFlex~~ or approved equal. Hose ends shall be stainless steel JIC fittings. Hoses shall be fitted with an external sleeve to protect them from abrasion.
6. All condenser and evaporator fan motors shall be reconditioned or -replaced- as required under hidden damage. ~~with new OEM, or equivalent if approved by PVTa. All insulation shall be replaced on a/c system tubing.~~
7. The water valves shall be completely restored or replaced to OEM specifications Damaged or leaking valves will be replaced under hidden damage.
8. The water circulation pump (Marine Pump) shall be replaced with an Ametek Rotron pump.
9. The HVAC system wiring shall be inspected, and any loose or defective wiring shall be replaced. All filters in the HVAC system, including those in the driver's area, shall be replaced with new OEM, or equivalent if approved by PVTa. Any loose or damaged insulation around the HVAC unit shall be replaced. The HVAC system shall operate in accordance with OEM specifications upon completion of the work.

5.12 Suspension

1. All suspension component fasteners shall be new OEM or equivalent if approved by PVTa and torqued to OEM specifications with a contrasting color torque stripe affixed across the rotating fastener and an adjoining fixed component and shall be in a location easily seen by an inspector.
2. All shock absorbers, shock absorber bushings and hardware, air springs (bellows), radius rods, torque rods, sway bar links, all fasteners, sway bar bushings and clamps, roll pins, lateral rod brackets. U-bolts, bumpers, spacer washers, washers, retainer washers, and washers with shoulders shall be replaced with new
3. Shock absorber mounts shall be inspected and repaired or replaced as needed.
4. Mounting towers that are cracked, corroded, or deformed will be replaced with new OEM or equivalent if approved by PVTa.
5. Radius rods, bushings, and brackets.
 - a. All radius rod assemblies shall ~~be replaced with new rods,~~ reconditioned with new bushings and hardware. All bolts shall be replaced with new OEM or equivalent if approved by PVTa and shall be torqued to OEM specifications. Radius rod assemblies requiring replacement shall be quoted and replaced under hidden damage.
 - b. ~~The front radius rod assemblies and associated hardware will be replaced with new components.~~ All bolts and nuts shall be torque to OEM specifications. All suspension hardware shall have torque seal, or a mark indicating the torque has been properly set. The mark shall be a contrasting color and applied to the face of the hardware in plain view.

- c. All radius rods and bushings shall be the “non windowed” type. PVTA approval of all radius rod part numbers to be used for the project is required. Anti-Seize shall be used on fasteners per OEM specifications.
- 6. Shocks
 - a. All shock absorbers and bushings will be replaced with new vendor supplied components meeting OEM specifications (Koni).
 - b. All bolts shall be torqued to OEM specifications. Anti-Seize shall be used on fasteners per OEM specifications.
- 7. Bellows Assemblies (Air Springs)
 - a. All bellow assemblies, including plates, pistons and adaptors, shall be replaced with OEM or equivalent if approved by PVTA. All bellow assembly mounting hardware shall be replaced using vendor supplied components.
 - b. The front and rear bellows and shock absorber mounting towers shall be inspected for cracks or deformities and replaced if OEM specifications are not met. The bottom shock absorber mounting area shall be checked for cracks, elongated mounting holes and other evidence of deformation or damage. Those with elongated mounting holes or other forms of deformation will be replaced with vendor supplied components.
 - c. All suspension bolts, nuts and washers will be replaced with new OEM or equivalent if approved by PVTA. Anti-Seize shall be used on fasteners per OEM specifications.
- 8. Axle Stops and Bumpers
 - a. All axle stops and bumpers shall be replaced.
- 9. Leveling Valves
 - a. Leveling valves shall be replaced with OEM or equivalent if approved by PVTA and the ride height shall be adjusted to OEM specifications. Ride height shall be checked with the bus at curb weight, parked on level pavement.
- 10. Warranty
 - a. All work on the suspension and all parts shall carry a minimum 12-month warranty.

5.13 Axles, Steering and Wheels

- 1. Front axles
 - a. Replace kingpins with OEM, or equivalent if approved by PVTA
 - b. Inspect front axle components, any component not within OEM tolerances shall be repaired or replaced using accepted industry practices.
 - c. Front wheel bearing/hub assemblies shall be replaced.
- 2. Steering Assembly shall be cleaned and inspected for defects. The following components shall be replaced with new vendor supplied components:
 - Tie rod and ends
 - Drag link and ends
 - Steering Shafts and Universal Joints
 - Miter gear
 - ~~Steering Gearbox~~
 - ~~Power steering hydraulic pump.~~

3. Component installation shall conform to OEM recommended practice, using the required tooling. Components shall be properly lubricated after installation. Miter gear shall be the greaseable type.

3.4. The Steering gearbox and pump shall be inspected and tested. Replace as required under Hidden Damage.

4.5. Center Axle

- a. Hubs and bearings shall be cleaned, inspected and replaced. Hubs shall be packed with the OEM specified grease.
- b. Axle beam and spindles shall be inspected for cracks and deformation.

5.6. Rear Axle

- a. Hubs and bearings shall be cleaned, inspected and replaced. Hubs shall be packed with the OEM specified grease.
- b. Axle beam and spindles shall be inspected for cracks and deformation.

5.14 Air Valves and Hoses

1. All valves associated with the brake system shall be replaced with new or remanufactured Bendix valves. Equivalents or remanufactured valves must be approved by PVT A. Valves to be replaced include but are not limited to:
 - Parking brake relay valves
 - SR-1 valve
 - Service brake relay valves
 - Treadle valve (brake application valve)
 - All check valves
 - All QR-1 valves
 - All ABS-related valves
 - Interlock system valves
 - Pressure protection valves
 - Brake pressure switches and sensors
 - Kneel solenoid valve assembly
2. All air lines and/or tubing, both flexible and rigid, shall be tested, inspected. Damaged nylon tubing shall be replaced under hidden damage. Rubber air hoses shall be replaced under Basic Work. Rubber air hoses shall be properly rated Air Brake Hose. Line supports and fittings shall be inspected and replaced as required. If required, replacement hoses, fittings, line supports, hardware, etc. shall be to OEM specifications.
3. All front and rear brake chambers are to be replaced with new OEM (MGM) or equivalent if approved by PVT A.
4. All rubber air lines mounted to the chambers are to be replaced with new Rubber air hoses shall be replaced under Basic Work. Rubber air hoses shall be properly rated Air Brake Hose
5. The chamber stroke length will be measured to ensure proper operation.
6. Brake calipers shall be replaced with new calipers manufactured by Webb.
 - a. Right Rear/Left Front Webb brake caliper PN: KR1400A-01
 - b. Left Rear/Right Front Webb brake caliper PN: KL1400A-01
 - c. Center Left Webb brake caliper PN: KL6900A-02
 - d. Center Right Webb brake caliper PN: KR6900A-02

5.15 Kneeling System

1. All kneeling system components including solenoid switches, connections, and wiring shall be inspected and rebuilt or replaced with new if found to be non-functional.
2. The kneeler warning alarm shall be replaced.
3. The kneeling valve block shall be replaced or rebuilt.

5.16 Brakes and ABS System

1. All anti-lock brake system (ABS) sensors shall be replaced with new sensors. Sensors shall be properly adjusted to OEM specifications to the pulse rings on the hubs. ABS sensor harness connections shall be weather-tight.
2. There are to be no modifications made to the ABS harnesses.
3. Perform full brake job, replacing all wearable components including pads, rotors, pins, bushings & hardware with new OEM or equivalent if approved by PVTa. Rotors shall be Webb "Life Shield" or OEM.

3.4. The "Brake Drag Warning" system pressure transducers shall be omitted from the Scope. The Contractor shall, in coordination with the OEM, configure the system to match the Authority's current bus build configuration which does not include the Brake Drag warning system. This will require the OEM to release a PLC software revision.

4.5. The brake calipers shall be replaced with Webb calipers as noted above.

5.6. Warranty and Testing

- a. Brake system shall be fully tested before each bus is returned to PVTa. Contractor shall warranty all brake components, except friction material, for one (1) year. Prior to delivery from the Contractor's facility the following tests shall be performed on the vehicle's air system:
 - The bus shall be started and run at idle. The bus shall charge the air system from forty (40) psig to the governor cut-off pressure in less than three (3) minutes.
 - The bus shall be started, and the air system shall be charged until the governor cut-off is reached. The bus will then be shut down. The bus shall not leak down more than five (5) psi as indicated on the instrument panel mounted gauges, within (15) minutes from the point of governor cut-off.
 - With the air tanks fully charged (120 PSI) there shall be no audible air leaks: (I) with the service brake fully applied, (II) with the parking and service brakes released, (III) with the parking brake applied, (IV) with the interlock activated.
 - The interlock shall be activated and valves checked for leaks with: (I) the parking brake applied (II) with the parking brake released and service brake applied.
 - With service brakes fully applied, the pressure drop shall not exceed 3 PSI in one minute.
 - If the bus does not successfully complete the air system tests, the air system shall be re-inspected, and all necessary repairs performed. After the repairs are completed, the above tests shall be repeated until passed.

5.17 Interior

1. All decals will be replaced with new. The Contractor shall contact New Flyer for the latest PVTa decal package.

2. Driver's Compartment:

- a. Dash panel lights shall be replaced as required. Cracked dash panels shall be replaced with new panels and reinforced. Worn or missing labels for driver controls shall be replaced.
- b. All driver controls shall be checked for proper operation. The brake and accelerator pedals shall be replaced with new pedals. Driver sun visors shall be checked for proper operation and necessary repairs made.
- c. All driver sunshades shall be in working order. If worn, torn, or otherwise damaged, sunshade shall be replaced with new OEM or equivalent if approved by PVT A.
- d. The driver's side window frame shall be removed and thoroughly cleaned. Any damaged or corroded window track shall be replaced with new track. Any cracked, scratched or chipped glazing shall be replaced. When reassembled, the window shall be tested for ease of operation.
- e. Replace steering wheel, horn contact and horn button.
- e.f. Replace adjustable pedal assembly with standard fixed pedals supplied by the OEM.

5.18 Floor Covering

The existing floor covering shall remain. Any split seams shall be repaired or resealed.
~~The upper and lower deck floor covering, including vertical transitions and wheel wells, shall be replaced 100% as part of Basic Work. All aluminum extrusions, edge moldings, coves, corners, and trim securement hardware will be replaced with stainless steel as basic work. The Contractor shall remove all existing floor covering, clean all residual adhesive from the plywood subfloor, and properly install new flooring per OEM recommendations. The flooring material shall be installed in a way to minimize seams~~

- ~~• All aluminum extrusions, edge moldings, coves, corners, trim, etc. shall be cleaned and inspected for damage. Any damaged or missing components shall be replaced under Hidden Damage.~~
- ~~• The Contractor's installation procedure and all associated documentation shall be presented to the Authority as part of the design review process.~~
- ~~• The yellow standee line shall match existing. The yellow nosing strip, plastic extrusion and floor covering sections at the rear steps and doorways shall be replaced 100% as part of basic work using the pre-fabricated Altro nosing/ flooring patches.~~
- ~~• Floor covering in the driver's area shall be replaced 100% with new OEM as basic work. All extrusion securement hardware will be replaced with Stainless Steel as basic work.~~
- ~~• All Anti-Skid surfaces, including the farebox pedestal and wheelchair ramp shall be restored using Full Metal Jacket anti-skid coating applied per OEM procedures.~~
- ~~• All Floor Coving material shall be approved by the Authority. The Authority's standard floor covering is Altro Chroma Elan.~~

5.19 Subfloor

Floor areas that are identified as needing significant repair/rework shall be identified at inspection and addressed as Hidden Damage. An estimate of labor and materials for completing the repairs shall be prepared for the Authority. Replacement sub-floor sections shall be plywood nominal 3/4-inch, seven (7) ply thick AB marine grade plywood, or composite material as required to match the OEM installation, installed with the A side up and with all edges sealed. The APA markings or certification must be visible from the underside of the bus before undercoating is applied. Floor panels shall be comprised of pieces as large as possible with joints located only over structural members. No transverse joints shall be used in the entrance and exit ways. All exposed edges of the floor panels, including openings for ducts and conduits, and joints between panels, shall be waterproofed and sealed prior to installation.

Corrosion-resistant fasteners and appropriate adhesive (approved by the Authority) shall be used to retain the floor, and all floor fasteners shall be serviceable from one side only. The flooring shall be mounted to the existing tapping plates. Any damaged flooring shall be repaired as per OEM specifications. Before applying the floor covering, all voids, fastener heads, and cracks in floor panels surface shall be filled with a fire retardant, two-part epoxy, leveling compound, and the floor sanded-smooth. The methodology and the type of adhesive used to bond the floor covering to the coach floor shall be as recommended by the manufacturer of the floor covering. All seams and edges of the floor covering shall be welded / sealed to prevent water from entering between floor and covering. The floor covering seams shall be a minimum of 8 inches from seams in the sub-floor material, unless specifically approved otherwise by the Authority.

5.20 Seating

All seats shall be thoroughly cleaned. Scuffs, chips, and scratches shall be repaired and/or buffed out as basic work. The cleaning and repair method / procedure shall be submitted to the Authority for review.

- a. Passenger seats and mounting track shall be cleaned and inspected 100% to verify they are securely attached at the sidewall. Tightening or adjusting loose seating hardware shall be performed as basic work. Any seat rail attachments which are missing or damaged shall be presented to the Authority and addressed under Hidden Damage.
- b. The Driver's Seat shall be replaced with a Recaro AM80 with stain resistant black cloth covering, without armrests. The seat belt shall be a 3 point belt with black webbing.
- c. The Contractor shall re-upholster the existing seat inserts with Vinyl. replace all seat inserts with new. Inserts shall be Vinyl or Plastic, plastic is preferred.
- d. All ADA flip seats shall be tested for proper operation and verify that they lock in the "up" positions. Any inoperable or malfunctioning locking mechanism shall be replaced with new and addressed appropriately as Hidden Damage. Any repairs required will be brought to the attention of the Authority and addressed as Hidden Damage.
- e. In addition, the Contractor shall replace the following interior features with new:
 - All passenger assist straps As Required.
 - All stanchion cup bushingsgaskets, including those mounted on modesty panels and windscreens.

- Middle and rear door windscreens, and all associated mounting brackets/hardware.
 - All wheelchair securement system Q'Straint components, including tie-downs, belts, and hardware.
- f. The Contractor shall remove all staining/rust from stanchions. All broken/missing stanchion cups, mounts, rails, or hardware shall be replaced as Hidden Damage. The Contractor is responsible for addressing any loose hardware or stanchions.

5.21 Entrance and Exit Doors

All passenger entrance and exit doors shall be refurbished to as-new condition. All hardware shall be replaced with new stainless steel hardware. The Vapor door operators shall be completely rebuilt ~~with OEM components~~. Following the rebuild, all sensitive edges shall be tested. Door speeds shall be set to OEM requirements. Center and Rear door speeds shall be adjusted to match each other. All other components shall be replaced with new OEM or approved equivalent parts, including but not limited to:

- Door control valves (emergency, door controller assembly, and dump).
- Brushes and covers.
- Sensitive edge components including tubing, ~~pressure wave switches~~ and rubber seals. Pressure wave switches shall be replaced as required under hidden damage.
- All perimeter and edge seals.
- Glazing seals.
- Limit switches ~~shall be upgraded to solid state proximity switches.~~
- Bushings, bearings, rod ends, Heim joints and rollers.

5.22 ADA Accommodations

1. All ADA-required passenger accommodations shall be thoroughly inspected for proper functionality and defective components shall be replaced.
2. All ADA securements, straps, and seat belts shall be replaced with Q'STRAIT components.
3. Flip seats shall be checked for proper operation and repairs made as necessary.

5.23 Interior Lighting

- ~~1. All existing LED boards and drivers shall be replaced.~~
- ~~2. The LED lighting program and functionality shall remain the same as existing.~~
1. Interior LED lighting shall be tested. Failed components shall be replaced under hidden damage.
- 3.2. Replace all interior speakers with OEM or approved equal.
- 4.3. Install threaded inserts (Rivnuts) for fastening interior speakers.

5.24 Destination Signs

1. The rubber gasket around the front destination sign glass shall be replaced on all buses. The Contractor shall ensure that the new gasket is properly installed, such that there are no water leaks.
- ~~2. Front and side destination signs shall be replaced with Luminator Gen 4 full color LED signs. The rear sign assembly shall be replaced with a Luminator amber LED sign.~~

~~3.2.~~ Exit Signals & Public Address System: “Stop Requested” signs shall be cleaned and checked for proper operation. ~~All touch tapes shall be replaced with new PVT A-approved touch tapes, coated with yellow plastic.~~ Chime signals shall be checked for proper operation and defective components shall be replaced. The public address system shall be inspected for proper operation and any defective components shall be replaced.

5.25 Ceiling and Wall Panels

1. Ceiling and Wall Panels shall be thoroughly inspected and detailed to a like-new condition.
2. Plastic closeout panels at the Articulating Joint shall be replaced ~~as required, under Basic Work.~~
3. Interior panels and applied parts found to be damaged will be brought to the attention of the Authority to be repaired under hidden damage.

5.26 Windshield Wiper and Washer System

1. Replace with new all rubber hose and sprayer nozzles for windshield washer system.
2. Wiper motors, brackets, linkage and arms shall be replaced. All components shall be Sprague.
3. Repair or replace all other parts for the windshield washer and wiper system that are non-functional. To be addressed under hidden damage.

5.27 Body Exterior

1. The Contractor shall replace any scratched, chipped, cracked or broken windshields under hidden damage. New rubber gasket material shall be installed around the windshields and checked for water leaks after installation.
2. Passenger window frames shall be removed and thoroughly cleaned. Damaged or corroded window frames shall be replaced under hidden damage with approval from the Authority.. Inoperative hardware shall be replaced. Any cracked, scratched or chipped glazing shall be replaced with glazing having the same tint density as the other windows in the bus. When reassembled, windows shall be tested for ease of operation.
3. Egress windows shall be tested for proper operation in an emergency. Egress window latches, release bars and springs shall be replaced with OEM parts. All egress window moving parts shall be lubricated with the OEM recommended grease. New emergency egress window decals shall be installed as needed.
4. Access doors and panels, including but not limited to curbside and street side access panels at the rear of the bus and the electrical compartment access panel located below the driver’s window, shall be completely reconditioned. The accessible area behind each door or panel shall be steam-cleaned or power-washed where practical. All hardware shall be replaced with new latches, prop rods, gas cylinders and bumpers installed. Insulation material shall be removed and replaced with new material (if applicable). Seals around each door or panel shall also be replaced. All quarter turn latches shall be replaced with all new stainless-steel versions.
5. The rear propulsion door (engine compartment door) shall be replaced. The embedded tapping plates shall be stainless steel. The new door shall be painted white to match existing and have the PVT A decal applied. Replacement doors to be supplied by the Authority.

6. Damaged access doors and panels shall be repaired or replaced as necessary and adjusted to ensure the doors lie flush to the bus body with even spacing and operate properly. Panel replacement will be addressed under hidden damage.
7. All skirt and body panels shall be repaired or replaced as necessary to OEM specifications. Structure tubing that has been damaged shall be replaced with new and PPG "Corratube" or Equivalent corrosion protection applied.
8. Replaced panels shall be attached to the frame in accordance with OEM procedures with Stainless Steel hardware.
9. Exposed and new frame structure and the underside of panels shall be thoroughly cleaned and then protected with Axalta Tuf-Coat.
10. All wheel opening fenders that are damaged will be replaced under hidden damage.
11. Front and rear bumpers/aluminum beams shall be inspected. The rear bumper assembly shall be replaced under Basic Work.
12. Mirror motors will be replaced. Mirror glass shall be inspected and replaced as needed.
13. The street side mirror assembly shall be replaced with New Flyer PN 735480.
14. The curb side mirror shall be refurbished. Both flat and convex mirrors shall be motorized.

5.28 Battery Compartment

1. The battery compartment of each bus shall be thoroughly cleaned and completely restored. The battery tray shall be inspected and replaced as needed.
2. The Battery tray rollers will be replaced with new, stainless steel required.
3. The Battery box will be inspected and repaired or replaced as required.
4. All hardware in the battery tray area shall be Stainless Steel.

5.29 Front, Center and Rear Rims

1. Outside reveal of front and rear rims shall be cleaned and polished to a satin finish.

5.30 Exterior Lights

1. All exterior lighting will function per OEM specifications.
2. All exterior lighting shall be replaced with OEM components (Dialight).

5.31 Impact Panels

The impact panels were recently repainted, and all mounting brackets were replaced with Stainless Steel versions. If removal is required, care shall be taken not to damage the panels. The Contractor is responsible for any damage to finished surfaces that occurs during the project. The existing brackets shall be reinstalled if removed, using stainless steel hardware.

5.32 Roof and Roof Hatches

1. ~~All roof hatch units shall be replaced with Transpec or approved equal manual roof hatches. The existing power roof hatch wiring shall be disconnected. The switches shall be removed from the sawtooth console and a blank plate shall be installed.~~ All Roof seams, cap seams, and roof hatch seams shall be resealed. Roof hatches shall be inspected, cleaned and tested for proper operation.
2. All roof fairing mounting brackets shall be ~~removed and~~ inspected for corrosion and fatigue cracks and replaced as necessary. Fairing mounting hardware and brackets shall be inspected and replaced under hidden damage if necessary.

3. Drip edges shall be inspected and repaired as necessary and loose or missing attaching rivets shall be replaced.

5.33 Air Deflectors

Air deflector vents at the front of the bus, designed to divert fresh air into the driver's area, shall be checked for proper operation. Inoperative vents shall be repaired or replaced.

5.34 Wheelchair Ramp

~~1. The Contractor shall rebuild the wheelchair ramp assembly per OEM specification as part of basic work. Rebuild shall consist of new chains and pivot arm bushings, replacement of ramp hydraulic fluid and lubrication of all moving parts as required. Hydraulic pump, piston and hoses shall be inspected for damage and leaks. Wheelchair ramp assembly components are to be replaced with new, including but not limited to:~~

- ~~• Mechanism assembly~~
- ~~• Ramp surface~~
- ~~• Hydraulic pump assembly and hoses~~
- ~~• Alarm~~
- ~~• Hinge~~
- ~~• Trim~~
- ~~• Pull-up strap~~
- ~~• All hardware (including shims as needed)~~
- ~~• 1. Anti-slip coating. Shall be "Full Metal Jacket" brand.~~

2. The Contractor is responsible for the proper fitment, adjustment, and operation of the wheelchair ramp assembly installation. The Contractor shall submit the work procedure for the Authority's review.
3. Bent skid plates beneath the ramp shall be straightened or replaced to ensure the proper protection of the lift assembly.

5.35 Painting

1. The painting scope shall be limited to repairs of existing damage and touch-up as required. All repaired areas shall be blended with the existing paint.
2. The Contractor shall take steps to ensure that body damage, including dents, scratches, rust, cracked fiberglass caps or panels and other damage on each bus is properly repaired: Repairs shall be completed prior to painting. All loose and damaged trim pieces shall be repaired and properly secured to the bus. Particular attention will be given to the radiator, charge air cooler, and other sensitive areas to prevent over-spray.
3. All surfaces to be painted shall be first sanded and cleaned of dust or residue. Primer shall be appropriate for the finish paint. All surfaces are to be primed and sanded prior to finish paint.
4. Paint finish material shall be approved by PVT A. Repainting shall be OEM quality. Paint shall be applied smoothly and evenly, with all surfaces free of dirt, runs, sags, orange peel, and any other imperfections. Paint finish shall be a minimum of 3 mil thickness per coat, applied and baked per the manufacturer's specification. Old paint lines shall not show through the new paint. Contractor shall be responsible for cleaning any areas of overspray. The application of decals, including bus numbers, shall be consistent with PVT A's existing fleet. Please see attached paint and decal schematic.

5. PVTA paint colors listed in the table below shall be used. All paint codes listed are AXALTA Imron Elite.

- Red/Maroon: 819822 EX
- Grey: 830705 EX
- White: N5793 EX
- Blue: N0637 EX

5.36 Powertrain

1. Engine

- a. The Contractor will purchase and install Cummins ISL9 remanufactured engines.
- b. The Contractor is responsible for all costs of the installation of the remanufactured engines in the PVTA vehicles.
- c. The Contractor shall supply and install a new engine and aftertreatment wiring harness.
- d. The Contractor shall furnish and install new and unused components applicable to the remanufactured engines in compliance with Cummins Engine Company ReCon Engine Standards.
- e. The Contractor shall install new OEM alternator and voltage regulator.

2. Hybrid Drive System

- a. The Contractor will rebuild or install a new or remanufactured Allison H50 drive unit.
- b. The Contractor is responsible for all costs of the installation of the drive unit
- c. The Contractor shall furnish and install new lower section wiring harness for the drive unit. Harness sections to be replaced shall be from the engine compartment upper bulkhead to the drive unit and on the drive unit itself.
- d. The Contractor shall furnish and install new and unused components applicable to the remanufactured transmissions in compliance with Allison Transmission Company ReCon Transmission Standards.
- e. The OK6 oil cooler shall be inspected and flushed. The cooling system fans shall be tested and inspected. The OK6 controller shall replaced along with the temperature sensors.
- f. All rooftop wiring harnesses and rooftop bulkhead electrical connections shall be inspected.
- g. All flexible hoses shall be replaced with OEM or equivalent meeting the required temperature and fluid compatibility requirements.
- h. The Contractor will furnish and install a new or remanufactured Dual Power Inverter Module (DPIM). Remanufactured DPIM's must be remanufactured by Allison Transmission or an Allison Transmission approved remanufacturer.
- i. The contractor shall furnish and install an Allison certified refreshed ESS, or an Allison certified refresh kit into the existing ESS. a new Energy Storage System (ESS). The ESS shall be removed from the roof and replaced with a new upgraded Allison-supplied ESS assembly. The Contractor will be responsible for ensuring all appropriate software updates of control modules (TCM and VCM) and other associated hardware are installed and tested. The following new OEM components shall be installed, including but not limited to:
 - ESS cooling filters (may be included in Thermo-King installation kit)

- New mounting hardware
 - DC Link between ESS and DPIM.
- j. The installation of the ESS assembly shall be within 6 months of the purchase date.
 - k. High Voltage AC Cabling: The Contractor is responsible for establishing an inspection procedure with the OEM to verify the condition of all high voltage cables and clamps associated with the Transmission/Hybrid Drive system. Inspection results shall be presented to the Authority for review. Cables and clamps that are damaged and/or do not meet minimum OEM standards will require replacement as Hidden Damage.
3. Drive Shaft
 - a. Inspect and repair the drive shaft assembly. Propeller shaft shall be replaced with a new OEM part.
 - b. The Vibration damper shall be inspected and replaced as required under Hidden Damage.
 4. Differential
 - ~~a. Rear differential will be replaced with an OEM remanufactured 4.56 ratio differential, or equivalent if approved by PVT.~~
 - a. Rear differential shall be torn down and inspected for damage or excess wear. Worn components shall be quoted for replacement under hidden damage.

5.37 Articulating Joint

1. Bellows
 - a. The inner and outer sections of the side and upper bellows shall be inspected for damage, cleaned thoroughly and replaced if required under Hidden Damage.
 - b. All rubber seals shall be replaced as required under Hidden Damage.
 - c. The bottom section of the bellows shall be replaced under Basic Work.
 - d. Bellows struts and strut rod ends shall be replaced. The DC link cable support and bushings shall be replaced.
 - e. Hoop support bearings shall be replaced.
 - f. All hoses and cabling above the joint in the “attic” interstitial space shall be replaced with OEM components under basic work. The cable and hose supports shall be inspected and replaced as required under Hidden Damage.
2. Turntable
 - a. All nylon wear plates shall be replaced.
 - b. All steel plates that contact the wear plates shall be replaced at the forward half of the coach.
 - c. Access door latches shall be replaced.
 - d. All rubber trim/edge seals shall be replaced.
3. Articulating Joint Bearing Assembly
 - a. The bearing shall be checked for wear per OEM procedures. The Contractor shall document the process and results of the bearing check. If the bearing is found to be out of specification due to wear, the Contractor shall supply the Authority with pricing to replace the bearing or joint assembly under Hidden Damage.
 - b. Damping cylinders, rod ends and hoses shall be replaced. The accumulator shall be replaced and properly charged with Nitrogen per OEM procedure.
 - c. Damping system metering block shall be inspected. Solenoids shall be replaced with

OEM new OEM or approved equal parts. The damping system shall be properly filled with OEM approved oil and completely bled of air.

- d. Joint proximity sensors shall be checked for proper operation and replaced if needed under hidden damage.
- e. Joint trunnions and bushings shall be replaced. Only OEM non-windowed type shall be accepted.
- f. All frame members of the front and rear halves of the coach shall be inspected for cracks, deformations, and corrosion at the joint attachment locations, including structural members hidden behind closeout panels. Contractor shall document this inspection and submit findings to PVTa, including photos.
- g. Hardware at critical connections shall meet or exceed tensile and shear specifications of the OEM. Fasteners shall be torqued to OEM spec and marked with Torque Seal.
- h. Joint bump stops shall be replaced. Bump stop brackets to be repaired as required.

5.38 Defroster/Driver Heater

- 1. The driver's heater is to be inspected for proper operation. The driver's heater core is to be cleaned and inspected. All heater hoses, clamps and water shut-off valves are to be replaced. Clamps shall be Constant-Torque or equivalent.
- 2. Replace Defroster Valve Assembly.
- 3. Defroster ducts must be inspected and repaired.
- 4. Control cables shall be inspected and replaced as required.
- 5. Wire connectors are to be inspected and replaced as needed.
- 6. The heater box is to be inspected and repaired or replaced as required.

5.39 Fire Suppression System

- 1. The Amerex fire suppression system shall be re-certified.
- 2. All heat detectors, including linear, shall be replaced.
- 3. All fire suppression wiring within the engine compartment shall be replaced.
- 4. The fire suppression panel shall be replaced.

5.40 Optional Work Scope

The following are options that the Contractor shall not perform unless and approved by PVTa. The Proposer must address each of these options in their proposal and provide separate pricing for each option on the cost proposal form. The PVTa reserves the right to exercise any, all, or none of these options during the contract term.

- 1. Install a new automatic drain valve on the "wet tank" air reservoir. Valve shall be a Bendix DV-2 Series 24V Automatic Drain Valve (Part #: 284817N|Brand: BENDIX|MPN #: 284817N). The valve shall be heated, installed in an accessible location, and include an easily accessible ball valve shut off between the valve and the reservoir.
- 2. Battery system upgrade: The existing 8D battery arrangement shall be replaced with four Group 31 AGM batteries, with a minimum 1150 CCA capacity per battery. All battery cables between the batteries and the engine compartment fuse box shall be replaced. Cables shall be identified by industry standard colored terminal ends and covers (Red-24v Positive, Blue-12v positive, Black-Ground. All battery terminals shall be sealed, marine type threaded terminals with stainless nuts. Battery age requirements described in the Basic

Work scope for batteries shall apply.

3. AVL/ITS System

- a. PVTAs enterprise AVL/ITS system is Avail Technologies. The Contractor shall furnish and install new components applicable to PVTAs AVL System in compliance with Avail Technologies:
- b. Relocate AVAIL Control and Communications Module to the SDS cabinet.
- c. Relocate AVAIL voice radio to SDS cabinet.
- d. Retrofit antenna layout to match the latest PVTAs configuration using the following antenna pedestal brackets, mounted to the fairings forward of the TK rooftop unit.

New Flyer part numbers of the pedestals:

- i. 1059449 ASSY-GROUND PLANE
- ii. 1059437 ASSY-GROUND PLANE
- iii. 1059430 ASSY-GROUND PLANE
- iv. 1059421 ASSY-GROUND PLANE

4. Shipping: Contractor to provide all-inclusive, insured, roundtrip shipping between work site and UMass Transit Services.

5. Radiator Assembly:

- a. Replace the existing EMP MH9 cooling package with an EMP MH4 system. The 24v DC main power cables for the cooling package shall be inspected and repaired or replaced as required under Hidden Damage. The Contractor is responsible for ensuring that the MH4 system functions as required to meet the thermal requirements of the engine and charge air cooling system, including ensuring that the EMP control module is programmed correctly to communicate with the engine ECM and any other modules as necessary.
- b. Provide pricing for replacement of existing 9 fans and fan support frame.

6. Replace Floor Covering:

The upper and lower deck floor covering, including vertical transitions and wheel wells, shall be replaced. All aluminum extrusions, edge moldings, coves, corners, and trim securement hardware will be replaced with stainless steel as basic work. The Contractor shall remove all existing floor covering, clean all residual adhesive from the plywood subfloor, and properly install new flooring per OEM recommendations. The flooring material shall be installed in a way to minimize seams

- All aluminum extrusions, edge moldings, coves, corners, trim, etc. shall be cleaned and inspected for damage. Any damaged or missing components shall be replaced under Hidden Damage.
- The Contractor's installation procedure and all associated documentation shall be presented to the Authority as part of the design review process.
- The yellow standee line shall match existing. The yellow nosing strip, plastic extrusion and floor covering sections at the rear steps and doorways shall be replaced 100% as part of basic work using the pre-fabricated Altro nosing / flooring patches.
- Floor covering in the driver's area shall be replaced 100% with new OEM as basic work. All extrusion securement hardware will be replaced with Stainless Steel as basic work.

- All Anti-Skid surfaces, including the farebox pedestal and wheelchair ramp shall be restored using Full Metal Jacket anti-skid coating applied per OEM procedures.
- All Floor Coving material shall be approved by the Authority. The Authority's standard floor covering is Altro Chroma Elan.

7. Front and side destination signs shall be replaced with Luminator Gen 4 full color LED signs. The rear sign assembly shall be replaced with a Luminator amber LED sign.

8. Rear Differential Replacement:

- a. Rebuild or Replace rear differential assembly with new or remanufactured 4.56 ratio unit. Provide pricing for new and rebuilt.

9. Roof Hatches

- a. Replace existing roof hatches with Transpec or approved equal units. New hatches shall be manually operated, with no electric motors

10. Interior Lighting

- 4.a. Replace existing interior LED lighting with new boards and drivers.

5.41 Hidden Damages

It is understood that given the dynamic nature of this type of project, scope may need to be amended if additional complications are revealed during the course of the project. Any such changes in the work scope will be presented to PVTa for approval in advance of any work. The successful bidder upon "tear down inspection" of each bus will develop and submit a parts list along with photos of the damaged area(s) to support their request for applicable warranted parts.

This parts list with supporting photos shall be sent to the Pioneer Valley Transit Authority's UMass Transit Division Director of Maintenance (Thomas Vincent) at 185 Holdsworth Way, Amherst MA 01003.

5.42 Scheduling

The specific schedule for the restoration of buses will be coordinated and agreed upon with PVTa's Project Manager and the selected Contractor. The buses shall be available to ship after 5/18/2026 and that the buses shall be returned to UMass Transit Services before 8/18/2026.

5.43 Schedule of Vehicles

The following vehicles are to be refurbished as specified. While this is the list anticipated for initial overhaul, PVTa may opt to substitute like models for the initial listed vehicles.

Bus #	Plate #	VIN	Vehicle Type	Odometer as of 05/20/2026
3401	904	5FYH8YU19DB041962	2013-NEWFLYER XDE60	
3402	5 402	5FYH8YY10DB041963	2013-NEWFLYER XDE60	

EXHIBIT B

COST PROPOSAL FORM

Proposer: _____

The undersigned hereby agrees to furnish the equipment and service listed below pursuant to and in compliance with the Request for Proposal, Instructions to Proposers, Technical Specifications, the Standard Terms and Conditions, the terms of which are incorporated herein by reference.

Overhaul cost per 2013 New Flyer Xcelsior 60ft articulated hybrid diesel-electric transit bus, including all parts, labor, overhead, profit, etc:

Labor Price per Bus: \$ _____ EA

Parts Price per Bus: \$ _____ EA

Other Price per bus (Overhead & Profit): \$ _____ EA

Total Firm-Fixed Price per Bus: \$ _____ EA

Total Base Contract Firm Fixed-Price (both buses): \$ _____

Optional Pricing per 2013 New Flyer Xcelsior 60ft articulated hybrid diesel-electric transit bus, including all parts, labor, overhead, profit, etc:

Option 1

Install new automatic drain valve per Bus \$ _____ EA

Option 2

Battery system upgrade per Bus \$ _____ EA

Option 3

AVL/ITS System per Bus \$ _____ EA

Option 4

Contractor supplied, insured shipping, round trip, per Bus \$ _____ EA

Option 5

Radiator Assembly \$ _____ EA

Option 6

Replace Floor Covering \$ _____ EA

Option 7

Front, Side, and Rear Destination signs \$_____EA

Option 8

Rear Differential Replacement \$_____EA

Option 9

Roof Hatches \$_____EA

Option 10

Interior Lighting \$_____EA

Hidden Damages

Fully loaded hourly labor rate (attach separate parts sheet) \$_____HR

Authorized Signature: _____

Date: _____

Extended Warranties (add additional sheets if needed)

Extended Warranty #1

Parts/Components/Work Covered:

Duration: _____

Cost: _____

Other Details: _____

Extended Warranty #2

Parts/Components/Work Covered:

Duration: _____

Cost: _____

Other Details: _____

Extended Warranty #3

Parts/Components/Work Covered:

Duration: _____

Cost: _____

Other Details: _____

Extended Warranty #4

Parts/Components/Work Covered:

Duration: _____

Cost: _____

Other Details: _____
