Federal Acquisition Service

May 28, 2020

Dear Prospective Offeror:

The General Services Administration (GSA) appreciates your interest in Solicitation 47QMCA20R0002 for the acquisition of Adult Work Buses, School Buses, Shuttles, Inter-City Commuter Coaches, and Over the Road Touring Coaches. These buses must be built in accordance with the Federal Standard 833P requirements based upon the Special Item Number (SIN) designation. This acquisition will result in multiple Indefinite Delivery/Indefinite Quantity, Fixed Price Type Contracts. The resulting contracts will consist of one (1) base year period with three (3) one-year option periods. This acquisition is 100% Full and Open Competition.

The contracting officer is releasing this solicitation via the Contract Opportunities available at the beta.SAM.gov website. In order to conduct this procurement most effectively, all notices and postings will be made at this location. Please be aware that the solicitation, questions and answers, comments, or any other information might not be disseminated in any other format. Be sure you check the web site regularly for any amendments. We suggest that you also add GSA Vehicle Purchasing's website, www.gsa.gov/automotive, to your web link favorites as it contains information of interest associated with our Vehicle Purchasing programs.

GSA Vehicle Purchasing is currently soliciting for multiple long-term contracts for furnishing the subject units for use by all Federal agencies throughout the United States. The required shipment time will be a specified number of days from receipt of an order, based upon SIN.

One (1) electronic offer of your proposal must be submitted **NLT June 26, 2020, 12:00 pm EDT,** at the specified repository. Offerors are required to submit a **complete** offer. Offerors should propose their best pricing with their initial offers, as it is GSA's goal to award without discussions. Note that substantially incomplete offers **will be rejected**.

Questions and requests for explanation or information regarding this solicitation must be submitted via e-mail only through craig.yokum@gsa.gov, brandon.posey@gsa.gov, and ontheroad@gsa.gov **NLT June 12, 2020, 2:00 pm EDT**. Questions and responses to questions will be posted in the website beta.SAM.gov. For questions regarding system issues or related inquiries only, you may contact me at craig.yokum@gsa.gov. GSA looks forward to receiving your proposal.

Sincerely,

/signed/

Craig D. Yokum
Contracting Officer
Light Vehicles Acquisition Support Branch

U.S. General Services Administration
1800 F Street NW
Washington, DC 20405

www.gsa.gov

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SECTION A – GENERAL

A.1 ADDITIONAL INFORMATION FOR STANDARD FORM 1449

Offerors shall submit their offers to the following electronic addresses:

craig.yokum@gsa.gov, brandon.posey@gsa.gov, and ontheroad@gsa.gov

One (1) electronic proposal separated out in volumes for the Administrative, Technical, and Price Proposals is due NLT June 26, 2020 at 12:00 p.m. EDT. Please review 52.212-1 – Instructions to Offerors – Commercial Items (Mar 2020) for information regarding timely electronic proposal submission information:

(f) Late submissions, modifications, revisions, and withdrawals of offers.

(1) Offerors are responsible for submitting offers, and any modifications, revisions, or withdrawals, so as to reach the Government office designated in the solicitation by the time specified in the solicitation. If no time is specified in the solicitation, the time for receipt is 4:30 p.m., local time, for the designated Government office on the date that offers or revisions are due.

(2) (i) Any offer, modification, revision, or withdrawal of an offer received at the Government office designated in the solicitation after the exact time specified for receipt of offers is "late" and will not be considered unless it is received before award is made, the Contracting Officer determines that accepting the late offer would not unduly delay the acquisition; and-

(A) If it was transmitted through an electronic commerce method authorized by the solicitation, it was received at the initial point of entry to the Government infrastructure not later than 5:00 p.m. one working day prior to the date specified for receipt of offers; *or*

(B) There is acceptable evidence to establish that it was received at the Government installation designated for receipt of offers and was under the Government's control prior to the time set for receipt of offers; or

(C) If this solicitation is a request for proposals, it was the only proposal received.

(ii) However, a late modification of an otherwise successful offer, that makes its terms more favorable to the Government, will be considered at any time it is received and may be accepted.

(3) Acceptable evidence to establish the time of receipt at the Government installation includes the time/date stamp of that installation on the offer wrapper, other documentary evidence of receipt maintained by the installation, or oral testimony or statements of Government personnel.

NO PAPER COPIES WILL BE ACCEPTED.

SMALL BUSINESS SIZE STANDARD (SF1449 BLOCK 10): This acquisition is classified under NAICS code 336211 – Motor Vehicle Body Manufacturing. Per the SBA size standards located at https://www.sba.gov/document/support--table-size-standards, effective August 19, 2019, the small business size standard for NAICS 336112 is 1,000 employees. However, per FAR 52.212-1(a):

(a) North American Industry Classification System (NAICS) code and small business size standard. The NAICS code and small business size standard for this acquisition appear in Block 10 of the solicitation cover sheet (SF 1449)*. However, the small business size standard for a concern which submits an offer in its own name, but which proposes to furnish an item which it did not itself manufacture, is 500 employees.*

A.2 A-FSS-2-A (OCT 1988)

FSC GROUP: 2310

PRODUCT: BUSES

NAICS: 336211 – Motor Vehicle Body Manufacturing

PERIOD: Base – August 1, 2020 through July 31, 2021
Option 1 – August 1, 2021 through July 31, 2022
Option 2 – August 1, 2022 through July 31, 2023
Option 3 – August 1, 2023 through July 31, 2024

A.3 CP-FSS-2 SIGNIFICANT CHANGES (OCT 1988)

The attention of offeror is directed to the following significant changes made since the issuance of the last solicitation for the supplies/services covered herein:
__ADD__ C.4 Source Inspection & Final Delivery Destination Acceptance of Buses by Government
__ADD__ C.6 Consignee Delivery to Dept of Defense Facilities (RAPIDGate)
* AMEND * C.13 GSA Form 1611 Additional certifications
__ADD__ [IBR] 52.204-21 Basic Safeguarding of Covered Contractor Information Systems (JUN 2016)
__ADD__ [IBR] 52.204-23 Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (JUL 2018) and 52.204-25 Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment (AUG 2019)
__ADD__ D.9 552.204-70 Representation Regarding Certain Telecommunications and Video Surveillance Services or Equipment (AUG 2019)
*_DELETE_* 552.246-71 Source Inspection by Government (JUNE 2009)
__ADD__ E.3 52.204-22 Alternative Line Item Proposal (JAN 2017)
__ADD__ E.4 52.204-24 Representation Regarding Certain Telecommunications and Video Surveillance Services or Equipment (AUG 2019)
__ADD__ [IBR] 52.204-26 Covered Telecommunications Equipment or Services-Representation (Dec 2019)
__ADD__ E.12 QMAA-525 First Production Vehicle (AUG 2019)
*_DELETE_* 552.216-71 Economic Price Adjustment—Special Order Program Contracts (AUG 2010)

* _DELETE_ * Administrative Fee

A.4 CP-FSS-3 NOTICE: REQUESTS FOR EXPLANATION OR INFORMATION (MAR 1996)

Oral or written requests for explanation or information regarding this solicitation should be directed to:

U.S. GENERAL SERVICES ADMINISTRATION
Light Vehicles Branch (QMAAA)
craig.yokum@gsa.gov with carbon copies to brandon.posey@gsa.gov and ontheroad@gsa.gov

A.5 CP-FSS-4-A SOLICITATION COPIES (MAR 1996)

In order to conduct this procurement most effectively and at the lowest costs, all information – including the solicitation, solicitation amendments, and any comments – will be posted only via the Internet at: **http://beta.sam.gov/**.

A.6 CP-FSS-6 ELECTRONIC DATA INTERCHANGE (EDI) ORDERING (JAN 1994)

Offerors are advised that the *Federal Acquisition Service* is expanding use of electronic communications to exchange business documents. The Placement of Orders clause contained in this contract provides that orders may be placed using Electronic Data Interchange (EDI) procedures.

SECTION B – SCHEDULE OF ITEMS AND VEHICLE REQUIREMENTS

B.1 SCHEDULE OF ITEMS AND FEDERAL STANDARD

The Schedule of Items can be found in Attachments A1 – A21, SCHEDULE OF ITEMS AND MINIMUMS & OPTIONS.

Attachment No.	Description
A1	Schedule of Items – Alexander Dennis
A2	Schedule of Items – Arboc Mobility
A3	Schedule of Items – Berkshire Coach
A4	Schedule of Items – Blue Bird
A5	Schedule of Items – Champion Bus
A6	Schedule of Items – Collins Bus
A7	Schedule of Items – Diamond Coach
A8	Schedule of Items – Eldorado National
A9	Schedule of Items – Elkhart Coach
A10	Schedule of Items – Ford
A11	Schedule of Items – Glaval Bus
A12	Schedule of Items – Grech
A13	Schedule of Items – IC Bus
A14	Schedule of Items – Lone Star
A15	Schedule of Items – Midway
A16	Schedule of Items – Motor Coach Industries
A17	Schedule of Items – New England Wheels
A18	Schedule of Items – Starcraft Bus
A19	Schedule of Items – StarTrans
A20	Schedule of Items – Titan
A21	Schedule of Items – Turtle Top

Please note, the full solicitation number for Attachments A1-A21 should read the uniform Procurement Instrument Identification (uPIID) format of "47QMCA20R0002"; however, the Schedule of Items currently shows a truncated version of the previous format "CY-200002-D" due to systems constraints. In addition, the word "advised" is truncated below each line item designation. The statement should read "OFFERORS SHALL FURNISH A PRICE FOR ALL AVAILABLE OPTIONAL EQUIPMENT LISTED BELOW. YOU ARE **ADVISED** PRICING FOR BELOW THE LINE OPTIONS WILL BE EVALUATED FOR PRICE REASONABLENESS ONLY."

Vehicles to be provided under this acquisition must adhere to the Federal Vehicle Standard 833P (see Attachments F1-F19).

On November 22, 2019, notice was posted to beta.Sam, which required potential offerors to complete the *AutoStandards* process by March 30, 2020, prior to issuance of this solicitation.

As specified in that notice, only those models submitted during the *AutoStandards* process and included in the Federal Vehicle Standard 833P (see Attachments F1-F19) will be considered for award. Only those non-tactical makes/models included in the Schedule of Items identified in Attachments A1-A21 will be accepted for review.

Attachment No.	Description
F1	FEDERAL STANDARD 833P SIN 202C
F2	FEDERAL STANDARD 833P SIN 220A – 232A
F3	FEDERAL STANDARD 833P SIN 220C - 232C
F4	FEDERAL STANDARD 833P SIN 236A - 238A
F5	FEDERAL STANDARD 833P SIN 236C - 238C
F6	FEDERAL STANDARD 833P SIN 240L
F7	FEDERAL STANDARD 833P SIN 241N - 247
F8	FEDERAL STANDARD 833P SIN 259W – 263W
F9	FEDERAL STANDARD 833P SIN 301C - 304C
F10	FEDERAL STANDARD 833P SIN 320A - 332A
F11	FEDERAL STANDARD 833P SIN 320C - 332C
F12	FEDERAL STANDARD 833P SIN 336A - 338A
F13	FEDERAL STANDARD 833P SIN 336C - 338C
F14	FEDERAL STANDARD 833P SIN 341N – 347
F15	FEDERAL STANDARD 833P SIN 342L – 360L
F16	FEDERAL STANDARD 833P SIN 359W – 363W
F17	FEDERAL STANDARD 833P SIN 396 - 397
F18	FEDERAL STANDARD 833P SIN 398
F19	FEDERAL STANDARD 833P BUS OPTIONS APPENDIX A SPECS

Federal Standard 833P dated May 22, 2020, contains various changes and deletions from the previous Federal Standard 833N. GSA Vehicle Purchasing asks that prospective offerors do not make any assumptions as to the context of the document. This standard should be carefully read prior to submitting an offer, to properly produce buses for the Federal Government (GSA). **THEREFORE, IT IS THE RESPONSIBILITY OF EACH OFFEROR TO READ IN ITS ENTIRETY FEDERAL STANDARD 833P AND ENSURE THAT IT IS IN COMPLIANCE WITH ALL OF THE GOVERNMENT'S MINIMUM REQUIREMENTS.**

All Items shall be in accordance with the Federal Standard 833P for 2020 Buses which are found at http://vehiclestd.fas.gsa.gov.

Offerors are instructed to complete the following fields:

- Unit price
- Total
- Miles per gallon (MPG)
- Assembly point
- Destination charge included in price
- Optional equipment add ship
- Optional equipment option prices
- Any additional fill-ins

Instructions to Offerors relating to *AutoBid* are included in Section F.1.

B.2 B-FSS-96 ESTIMATED SALES (NOV 1997)

The "Estimated Quantity" and "Estimated Sales" in Attachment J show historic data for quantities purchased and total prices paid in units and dollars from FY2006 through FY2019. FY2020 estimates are for GSA Fleet and other Federal agency purchases. Please note that historic information is not an indication of future sales under this program nor is a guarantee that the same volume will be achieved.

B.3 PRICING

Commercial pricing structures are desired to the fullest extent practicable. Offerors may propose on one or more special item numbers (SINs) solicited herein, and **up to two models per SIN**. Offerors must meet the standard specified for each item number offered and follow the proposal submission instructions noted in Section F. **If a firm submits more than two models per SIN, GSA will only evaluate the two lowest priced model submissions.**

B.4 GSA VEHICLE BUYING PROGRAM

GSA awards and administers the Vehicle Buying program. The program in its entirety purchases over $1.5 billion annually in high-quality vehicles and automotive services at significant savings for customer agencies. Under this program, GSA enters into contracts with commercial firms to provide commercial products at stated prices for given periods of time. GSA's Vehicle Buying program offers a large selection of vehicles and related products and services. GSA is the mandatory source for all new, non-tactical light vehicles purchased in the United States for Executive branch agencies. As a procurement agent of the United States Government, GSA is responsible for issuing solicitations and awarding contracts to meet this obligation. GSA accepts requisitions from eligible parties in accordance with GSA Order OGP 4800.2I (http://www.gsa.gov/portal/content/104212).

GSA's Vehicle Buying program simplifies the procurement process for Federal agencies and industry partners. GSA ensures that potential vendors meet the responsibility determinations required by Federal Acquisition Regulation (FAR) Part 9 and offers products that meet Federal Vehicle Standards as described in Federal Standard 833P. GSA also examines the base vehicle and optional equipment prices received as a result of this competitive procurement to determine price reasonableness as it leverages the Government's purchasing power. Following the GSA Vehicle Buying program ordering procedures, agencies will make a best value determination and place their requisition directly through *AutoChoice*, GSA's online vehicle requisitioning portal.

AutoChoice is GSA's secure on-line ordering application for light vehicles, ambulances, medium/heavy vehicles, buses, wreckers and car carriers (see Attachment I). With *AutoChoice*, agencies can:

- Configure vehicles and choose vehicle equipment options
- Utilize side by side comparisons of each competitor's vehicle model
- Calculate actual vehicle prices for the configured vehicle
- View miles per gallon (MPG) fuel ratings, where applicable
- View carbon dioxide grams per mile (GPM) data, where applicable
- View Federal Vehicle Standard
- View vendors' past performance
- Select the vehicle that provides the best value considering price, GPM, delivery availability, mission requirements, and time of shipment
- Select a requested dealership
- Submit vehicle requisitions to GSA online
- Check vehicle requisition status
- Link to the National Highway Traffic Safety Administration (NHTSA) website to view crash test ratings and recall information

Further information about the GSA Vehicle Buying program can be found at www.gsa.gov/vehiclebuying.

B.5 SUBSTANTIAL TRANSFORMATION DETERMINATION

Offerors certify, by submission of a proposal, that all products are compliant with the Trade Agreements Act (TAA) as specified in FAR 52.225-5 and FAR 52.225-6. If significant proposed vehicle(s) component(s) are from a non-TAA compliant country, the offeror is required to supply a binding ruling of Substantial Transformation from the Office of Regulation and Rulings, Office of International Trade, Customs and Border Protection with proposal submission. Offerors are advised the process for obtaining a binding ruling can take up to 120 days. Failure to provide a binding ruling for these products with proposal submission will result in any applicable awarded items remaining closed for order placement in *AutoChoice* until such time the determination has been provided. These components include, but are not limited to, vehicle gliders/chassis, engines, and power trains. It is the offeror's responsibility to request a determination, and such requests should be made in writing to the following:

Customs and Border Protection
Office of International Trade
Office of Regulation and Rulings
799 9th Street NW; 7th Floor
Washington, D.C. 20229-1177
(202) 325-0100

Any questions related to this requirement should be directed to Craig Yokum at craig.yokum@gsa.gov or (703) 605-9291 prior to proposal submission.

SECTION C – ADDITIONAL REQUIREMENTS

C.1 DELIVERABLES

In addition to the vehicles purchased, the following deliverables are required:

Description	Due NLT	To
Weekly Status Report (see Attachment E1 for format and Attachment E2 for example)	Each Friday After Contract Award	automotiveedi.partnerships@gsa.gov; Contracting Officer craig.yokum@gsa.gov; brandon.posey@gsa.gov; and ontheroad@gsa.gov
Monthly Report (see Attachment E2 for example)	The 10th Calendar Day of Each Month	Contracting Officer craig.yokum@gsa.gov; brandon.posey@gsa.gov; and ontheroad@gsa.gov
Shipment Delays	30 Days Prior to Shipping	Contracting Officer craig.yokum@gsa.gov; brandon.posey@gsa.gov; and ontheroad@gsa.gov
Notification of Vehicle Defects / Recalls	Within 1 week of public announcement	Consignee, with a copy to the Contracting Officer, in accordance with section C.9
1611 for Each Export Destination	30 Days in Advance of Anticipated Date of Availability for Shipment	Transportation Office on Delivery Order, in accordance with section C.13
Vehicle Availability Listing	As required	Contracting Officer, in accordance with section C.15
Request for Vehicle Inspections (to include RPN and VIN of units to be inspected)	10 Calendar Days in Advance of Requested Inspection	Assigned Vehicle Inspector and/or Contracting Officer's Representative

The Contractor must deliver via email one (1) electronic copy of each deliverable to the designated persons listed above on the date it is due in Microsoft Office, Word 2010, PowerPoint 2010, or Project 2010 format, or Excel 2010 format (or compatible version), as appropriate, for the deliverables specified herein, whether verbally requested or not. Changes to delivery points of contact shall be issued to the Contractor by email notification. All deliverables must be delivered no later than the date specified herein.

Offerors may download the solicitation and make electronic copies of necessary items for submission. For their own records, offerors are responsible for downloading and making complete copies of the solicitation, the terms of which are incorporated in the contracts.

C.2 WEEKLY STATUS & MONTHLY REPORTS

The Contractor must furnish to the Contracting Officer (CO), and the Contracting Officer Representative (COR), a weekly electronic report covering the progress of each order placed under contract. The Contracting Officer (CO) provides the authorized format in Attachment E1.

The Contractor must furnish to the Contracting Officer (CO) a report covering orders received and shipments made during each calendar month of contract performance. The information required by the Government must be reported on an Excel spreadsheet, Status Report of Orders and Shipments, in accordance with instructions provided by the CO (see Attachment E2 for the Excel format). Reports shall be forwarded, no later than the 10th calendar day of each month, to the individuals below:

Contracting Officer (CO):	Contract Specialist (CS):
Craig D. Yokum	Brandon Posey
craig.yokum@gsa.gov	**brandon.posey@gsa.gov**

C.3 IDENTIFICATION OF VEHICLES

The contractor must show the applicable GSA Requisition Purchase Number (RPN) on the carrier's freight bill or other document used in the delivery of vehicles awarded FOB destination under this solicitation. This information is essential to the consignee for identification purposes. Vehicles will not be accepted by the Government without this identifying number.

Contractor's Monroney label is also acceptable, if it provides all of the required data.

For purposes of source inspection, the contractor must indicate the applicable RPN and VIN number of vehicles to be inspected when visited by a Government inspector. Any additions or alterations to the vehicle list provided in advance must be approved at the discretion of the Contracting Officer's Representative conducting the inspection.

C.4 SOURCE INSPECTION & FINAL DELIVERY DESTINATION ACCEPTANCE OF BUSES BY GOVERNMENT

All requests for inspections sent to GSA Vehicle Purchasing's Industrial Operations Analysts (IOAs) must include a firm list of vehicles to be inspected. The applicable RPN number and VIN number for each vehicle to be inspected must be included. Vehicles may not be added to an inspection request once the IOA has scheduled a visit unless approved by the IOA. The IOA reserves the right to formally reject and assess re-inspection charges to any vehicle listed on the formal inspection list that was removed without approval or not presented for inspection on the confirmed visit date.

GSA delivery terms are FOB Destination. GSA defines destination as the consignee address located on the Motor Vehicle Delivery Order (MVDO). This delivery location, as an example, may be a GSA approved marshaling center or consignee (CNS) Federal facility (e.g., military installation, Federal campus, research facility, or end user customer address). Deliveries, unless specified by the Government, are driver transport and are not wheels off ground. The Government reserves the right to waive all or part of these requirements on a temporary or permanent basis, but in no way does the Government waive its rights to any and all remedies at its disposal by doing so.

The successful Contractor is required to follow these requirements in order to execute perfect delivery to the Government and to receive payment for goods and services.

(a) *Inspection by Government personnel*.

(1) Supplies to be furnished under this contract will be inspected at source by the Government before shipment from the manufacturing plant or other facility designated by the Contractor, unless the Contractor is otherwise notified in writing by the Contracting Officer or a designated representative. Notwithstanding the foregoing, the Government may perform any or all tests contained in the contract specifications at a Government facility without prior written notice by the Contracting Officer before release of the supplies for shipment.

(2) Government inspection responsibility will be assigned to the GSA quality assurance office which has jurisdiction over the State in which the Contractor's or subcontractor's plant or other designated point for inspection is located. The Contractor shall notify or arrange for subcontractors to notify the designated GSA quality assurance office a minimum of 10 workdays before the date when supplies will be ready for inspection. Shipment shall not be made until after inspection by the Government is completed and shipment is authorized by the Government.

(3) The Contractor is responsible for including all transportation delivery requirements and associated costs into their proposals to GSA for the destination listed on the MVDO.

(b) *Inspection facilities*.

(1) The inspection system required to be maintained by the Contractor shall be in accordance with instructions herein, may be the Contractor's own facilities or any other facilities acceptable to the Government. These facilities shall be utilized to perform all inspections and tests of materials and components before incorporation into end articles, and for the inspection of such end articles before shipment. The Government reserves the right to evaluate the acceptability and effectiveness of the Contractor's inspection system before award and periodically during the contract period.

(2) Contractors are required to specify, in the spaces provided elsewhere in the solicitation, the name and address of each manufacturing plant or other facility where supplies will be available for inspection, indicating the item number(s) to which each applies.

(3) The Contractor is required to notify GSA that completed vehicles are ready for inspection, and to schedule a pre-acceptance delivery inspection. The Government expects that vehicles presented for inspection are free of all defects, and meet all of the requirements of the Federal Standard 833P and MVDO.

(c) *Availability of records.*

(1) In addition to any other requirement of this contract, the Contractor shall maintain records showing the following information for each order received under the contract:

(i) Order number and VIN;
(ii) Date order received by the Contractor;
(iii) Quantity ordered;
(iv) Date scheduled into production;
(v) Batch or lot number, if applicable;
(vi) Date inspected and/or tested;
(vii) Date available for shipment;
(viii) Date shipped or date service completed; and

(2) These records should be maintained at the point of source inspection and shall be available to the Contracting Officer, or an authorized representative, for (i) 3 years after final payment; or (ii) 4 years from the end of the Contractor's fiscal year in which the record was created, whichever period expires first.

(d) *Inspection, acceptance, additional costs, and receiving reports*.

(1) The Contractor must not schedule an inspection with the Industrial Operations Analyst (IOA) in advance of meeting all of the requisition order requirements. This interim source inspection by the Government is only to verify that the vehicle meets the contractual requirements and to authorize transport to the final delivery destination. The IOA will provide the **Contractor** a copy of either GSA Form 308 or DD Form 250, remarked as ***"approved for shipment, pending final delivery destination inspection."***

(2) **Once the vehicle(s) have arrived at the designated final delivery location on the MVDO, a final inspection will be conducted by either:**

(i) The GSA marshaling center if the vehicle(s) are delivered to a GSA approved Contractor for acceptance.

(ii) The final destination end user CNS delivery location. The Contractor will provide its Pre-Delivery Inspection (PDI) checklist utilized by their factory authorized dealers or delivery location in order to assist in the final inspection delivery process. GSA Fleet will provide a copy of its PDI checklist as well for the final delivery location as both documents are required in order for the Contractor to submit its invoice to the Government for payment.

(iii) The marshaling center or CNS delivery location will conduct the final inspection of the vehicle based upon the Contractor's PDI checklist & GSA PDI checklist, then will:

A. Accept, and the delivery end user notifies GSA's IOA mailbox of the final acceptance of the vehicle(s).

1. GSA's IOA will execute the 2nd approval on GSA Form 308 or DD Form 250; and

2. The Contractor can then invoice the Government for payment.

B. IF final destination delivery is REJECTED, then;

1. The Contractor's invoice will not be processed for payment until corrective action has been completed and re-inspection is successful.

2. All nonconforming condition(s) are to be corrected by the Contractor within 5 working days.

3. Any defects that require more than 5 working days to be corrected must be communicated in writing by the Contractor to the Government's COR with a corrective action plan.

4. The Contractor will have no expectation that corrective action to the vehicle(s) can be performed by the Contractor at the delivery site, thus the Contractor is required to pay all costs associated with the removal, repair(s), re-delivery costs and any Government re-inspection costs to execute perfect delivery.

5. Additional Costs for Inspection and Testing. When rejection makes re-inspection or retesting necessary, the following charges are applicable. When inspection or testing is performed by or under the direction of GSA, charges will be at the rate of $500.00 per man-hour or fraction thereof if the inspection is at a GSA distribution center; $500.00 per man-hour or fraction thereof, plus travel costs incurred, if the inspection is at another location; and $500.00 per man-hour or fraction thereof for laboratory testing, except that when a testing facility other than a GSA-approved location performs all or part of the required tests, the Contractor shall be assessed the actual cost incurred by the Government as a result of testing at such facility. When the inspection is performed by or under the direction of any agency other than GSA, the charges indicated above may be used, or the agency may assess the actual cost of performing the inspection and testing.

6. After corrective action is taken, the Contractor is to schedule a second inspection at the final delivery address.

7. If accepted, the delivery end user notifies GSA's IOA mailbox of the final acceptance of the vehicle(s).

a. GSA's IOA will execute the 2nd approval on GSA Form 308 or DD Form 250; and

b. The Contractor can then invoice the Government for payment.

(e) *Responsibility for Rejected Supplies*. If, after due notice of rejection, the Contractor fails to remove or provide instructions for the removal of rejected supplies pursuant to the Contracting Officer's instructions, the Contractor shall be liable for all costs incurred by the Government in taking such measures as are expedient to avoid unnecessary loss to the Contractor. In addition to any other remedies which may be available under this contract, the supplies may be stored for the Contractor's account or sold to the highest bidder on the open market and the proceeds applied against the accumulated storage and other costs, including the cost of the sale.

C.5 CONSIGNEE DELIVERY REQUIRED

Deliveries under this contract shall be made to the destination specified in the consignee address block on the delivery order.

C.6 CONSIGNEE DELIVERY TO DEPARTMENT OF DEFENSE FACILITIES

For requisitions placed and designated for delivery to a Department of Defense (DoD) facility, offerors are advised that many installations have adopted RAPIDGate as a credentialing system for entry to facilities. For many military installations, transporters are now recommended to have a RAPIDGate credential to enter a facility to make deliveries (to include motor vehicle transporters). DoD and other Government agencies will continue to implement these credentialing requirements to ensure controlled access to Government facilities.

For more information on RAPIDGate, including cost and application procedures, please visit http://www.rapidgate.com/rapidgate-program. Offerors are encouraged to consult with transport carriers used in the performance of this contract to recommend compliance with RAPIDGate access to applicable facilities. Without RAPIDGate, vendor representatives will still be allowed access to applicable facilities; however, they will be required to undergo standard security checks.

A current list of facilities utilizing RAPIDGate can be found at https://www.fortiorsolutions.com/products/rapidgate/.

C.7 FIRST PRODUCTION VEHICLE INSPECTION

The Government representatives shall inspect the first production vehicle (FPV) at the inspection point designated in the contract. This inspection shall be done to determine vehicle conformity with the contract specifications, inclusive of any technical modifications made to the

specifications, which are to be adhered to thereafter, but exclusive of new optional equipment which may appear on subsequent orders. Prior to this inspection, the Contractor shall digitally videotape or photograph construction of the vehicle as follows: include pictures showing the assembly of all major subassemblies and/or components, body mounting to chassis and critical substructures, and all interior wiring that is encased within wall panels or otherwise not easily accessible on the completed vehicle or that cannot be observed when the vehicle is present for Government verification. The Contractor shall produce the videotape and/or photographs of the FPV for and at no additional cost to the Government.

Upon acceptance, the FPV shall be shipped in accordance with shipment terms of the contract. If the FPV fails to meet the specification requirements, the Government will refuse inspection requests of all subsequent vehicles until corrective action has been effected on the FPV. This inspection failure shall not relieve the Contractor from complying with the contract delivery terms or any other provisions of the contract.

The Contractor shall notify the Contracting Officer and the Supplier Quality/Supplier Management Branch set forth in the notice of award, of the availability of the vehicle for inspection. The notification shall be made in writing fifteen (15) calendar days prior to the date the Contractor proposes to have the vehicle available. The Contractor shall provide all necessary facilities for inspection without any additional charge.

C.8 SHIPMENT DELAYS AND APPLICATION OF CONCESSIONS

If vehicles are not produced, inspected and shipped in accordance with the contract time of shipment, they are deemed late. The contractor is required to advise the Government of the delay a minimum of 30 days prior the shipment date and establish a new shipment date to remove the vehicle(s) from default status. The concession is one percent (1%) of the awarded line item price per 30 day interval. Late shipments below or in excess of 30 days will be prorated daily. In accordance with FAR 52.212-4(f), concessions will not be required for delays that are beyond the reasonable control and without the fault or negligence of the contractor or subcontractor. None of the aforementioned shall be regarded as an extension, waiver, or abandonment of the delivery schedule or a waiver of the Government's right to terminate for cause.

This concession mechanism shall also apply in instances where vehicles purchased under contracts resulting from this solicitation suffer extended downtime awaiting repairs covered by warranty. Concessions in accordance with the terms listed above may be assessed at the discretion of the Contracting Officer in instances of extended vehicle downtime.

C.9 NOTIFICATION OF VEHICLE DEFECTS/RECALLS

For vehicles delivered under this contract, any notification of defects in accordance with 49 CFR 577.7 shall be addressed to the consignee mailing address unless otherwise instructed by the Government.

In addition, in order to increase recall closure rates and provide enhanced oversight, GSA is capable of receiving electronic notifications of announced recalls, field service actions / customer service bulletins, technical service bulletins (TSB), and/or warranty extensions. Vendors shall inform GSA as to their ability to transmit this data electronically.
If available, indicate preferred options for data transmittal (e.g., Secure file transfer protocol (SFTP)), file type (e.g., .XLSX, .CSV, .TXT), and available data fields, e.g.,

- VIN
- Recall Code
- Recall Type (e.g., Safety, Not Safety, Warranty)
- NHTSA ID, if applicable
- Description
- Remedy Status (e.g., Actionable, Not Actionable, Parts Not Available)
- Repair Status (e.g., Open, Closed)
- Date Announced
- Date Actionable
- URL for Customer Notification Letter

C.10 AVAILABILITY OF FUNDS

The Government anticipates making an award on all items specified in the Schedule of Items. Quantities provided are an estimate only and are not a guarantee of orders to be placed under any resultant contract. Customer agencies verify availability of funds when submitting requisitions.

C.11 GUARANTEED MINIMUM QUANTITY

In accordance with FAR 16.504(a), the quantity limits may be expressed as number of units or as dollar values. The minimum quantity of supplies that the Government guarantees to order during the period of this contract is $10,000. If at the end of the contract period (base period and any options exercised by the Government) the vendor has not received an order, upon request the Government will pay the contractor the guaranteed minimum dollar value. The minimum quantity dollar value is for the entire contract inclusive of options, and not for each line item awarded. No minimum quantity of units is guaranteed.

(a) Request for payment of any amount due under this clause shall be submitted, in writing, to the Contracting Officer within 30 calendar days after the end of the contract period.

(b) The guaranteed minimum does not apply if the contract is terminated for cause or if the Contractor has not performed in accordance with the terms and conditions of the contract.

C.12 MAXIMUM QUANTITY OF SUPPLIES

The Government anticipates making multiple awards under this acquisition. In accordance with FAR 16.504(a)(4)(ii), the maximum quantity of supplies the Government will acquire under this contract will be established for each resultant contract based on the items awarded. Each resultant contract will have its own contract ceiling established, and the ceiling price for each awarded contract may differ. For each successful offeror, the estimated dollar value of all awarded line items specific to that contract from Attachment J –Estimates 2006-2020 will be added together to determine the maximum quantity of supplies in dollars for the base period and extrapolated for each one-year option period thereafter. The base contract value and all option values will be added together for a total contract ceiling and maximum quantity of supplies in dollars.

C.13 GSA FORM 1611

GSA Form 1611 is required to be completed for any orders destined outside of the United States for which an established delivery code is not available. Instructions for form completion and delivery instructions are contained on the form.

Thirty (30) calendar days in advance of the anticipated date of availability for shipment, the Contractor is to submit a completed GSA Form 1611, including vehicle identification (VIN) number(s) for each pertinent destination, to the GSA Export office designated on the delivery order at gsa.export@gsa.gov. Shipment is not to be made until instructions are received from the above GSA Export office. Failure to adhere to this requirement will result in refusal of shipment until proper release is obtained. Distribution instructions are provided with the form.

Additionally, the Offeror confirms:

1. Offeror products are not to be exported outside of the 50 states - USA, Puerto Rico, Guam with the expectation of the offeror providing warranty parts and service; OR
2. Offeror places no restrictions on exports and will support all warranty parts and services during the factory warranty period; OR
3. Offeror products may be exported; but, warranty parts and service are not available in the country of delivery, but the offeror will:
   a1. Reimburse GSA for the reasonable and customary costs for parts and labor that the offeror would normally compensate its authorized factory service centers. The offeror will provide its warranty service center cost reimbursement schedule to the Government.
   a2. Offeror will provide parts and service manuals for the products.

C.14 CONTRACT ADMINISTRATION INFORMATION

A. POINTS OF CONTACT:

Contracting Officer (CO): A person with the authority to enter into, administer, and/or terminate contracts and make related determinations and findings. The CO is the only individual authorized to make changes to the terms and conditions of the contract.

Contract Specialist (CS): A person who assists the CO to administer contracts and make related determinations and findings. The CS, however, is not authorized to make changes to the terms and conditions of the contract.

Contracting Officer's Representative (COR): The COR will oversee the Contractor's technical efforts to assure that its performance is in accordance with the terms and conditions of the contract. The COR is not authorized to make any commitments or changes that will affect price, quality, quantity, delivery or any other terms and conditions of the contract. The COR, however, will be permitted to make changes to color, consignee, mailing addresses, email addresses, telephone/fax number, and points of contact as delegated and upon consultation with the vendor. On award, the Contractor will be provided a delegation letter from the Contracting Officer for its signature and files.

Contracting Officer (CO):	Contract Specialist (CS):	Contracting Officer's Representative (COR):
Craig D. Yokum	Brandon Posey	Dillon Akyuz
1800 F St, NW Hub 3200	1800 F St, NW Hub 3200	1800 F St, NW Hub 3400
Washington, DC 20405	Washington, DC 20405	Washington, DC 20405
craig.yokum@gsa.gov	**brandon.posey@gsa.gov**	**doruk.akyuz@gsa.gov**

B. INVOICE SUBMISSION

We strongly recommend to all vendors, new and old, to register for on-line electronic invoicing. Registration is always free and payment terms are always net 10. All payments are delivered EFT to the bank account provided on the vendor's SAM.gov registration. It also eliminates the requirement to snail mail paper invoices.

Invoices must include the following information:

- Name of vendor;
- Invoice date;
- Government contract number, case number, or motor vehicle delivery order number, or other authorization for delivery of goods or services;
- Vendor invoice number, account number, and/or any other identifying number agreed to by contract;
- Description (including, for example, contract line/subline number), price, and quantity of goods and services rendered;
- Shipping and payment terms;
- Taxpayer Identifying Number (TIN);

- Banking information;
- Contact name (where practicable), title and telephone number.

Electronic Invoices are encouraged and may be submitted at the following address: http://fedpay.gsa.gov/. Reference Attachment K – 10 Day Electronic Invoicing.

IF SUBMITTING AN ELECTRONIC INVOICE, FOLLOW THE INSTRUCTIONS PROVIDED AT THE WEBSITE.

Where to send an original paper invoice (if mailed)
General Services Administration (GSA)
Accounts Payable Branch (BCEB)
P.O. Box 419018
Kansas City, MO 64141

INVOICES WILL BE PAID ONCE THE SHIPMENT OF ALL VEHICLES ON THE MOTOR VEHICLE DELIVERY ORDER IS COMPLETE:
Contractor or OEM Representative receives GSA Form 308 or DD250 from the Industrial Operations Analyst (IOA) releasing the vehicle(s).

Physical copies of invoices are NOT required to be submitted to the Contracting Officer. Payment will be made in accordance with FAR 52.212-4(i).

C.15 VEHICLE AVAILABILITY LISTING (VAL)

Customer agencies are able to order vehicles up until the time that Contractors notify GSA that vehicles are no longer available, The Contractor is advised, however, that *AutoChoice* remains open year round for orders to be placed, subject to availability. The Contractor must notify GSA of the date when a line item will no longer be available. GSA will communicate these dates to customer agencies via a Vehicle Availability Listing (VAL).

The Contractor must provide, at a minimum, a 2-week notice prior to its closing of any line items. The Contractor is required to provide GSA notice of revisions to closeout dates within one working day of such revisions being announced by their OEM suppliers.

C.16 REQUISITIONS WITH ADDITIONAL REQUIREMENTS (AREQs)

For orders of awarded items that need alteration to meet mission needs – called ADDITIONAL REQUIREMENTS (AREQs):

Optional equipment that has been previously determined unacceptable or that was solicited for in the schedule of items and not bid on by a contract holder will not be eligible for consideration under the AREQ process.

Should a customer agency request additional requirements (AREQs) that are not currently awarded under the contract, the order is forwarded to Engineering for review. Engineering will determine the suitability of the request and either approve or deny the AREQ. Should Engineering approve an AREQ, the requirement will be forwarded to the Contracting Officer for final approval to ensure requirements are within the scope of the awarded base contract and eligible for consideration.

Approved AREQs are submitted to each representative vendor for a price quotation, regardless of the original vendor selected in *AutoChoice*. This is to ensure Fair Opportunity procedures are followed through completion of the requirement. Quotation(s) is/are referred back to the agency for approval and confirmation of available funding. If funding is available, the contracting personnel will place the order through the GSA online ordering system ROADS (Requisitions, Ordering, and Documentation Systems). If funding is not available, the order cannot be finalized until the funding becomes available. Option AREQ for all line items is closed two weeks prior to a vehicle's scheduled close-out date.

C.17 NEW OPTIONAL EQUIPMENT CODES

The Government may, during the course of contract performance, establish new optional equipment codes for any new optional equipment requirements that may arise. Should the Government elect to establish new optional equipment codes for unforeseen customer requirements, the newly-established optional equipment will be competed among all contract holders with the applicable awarded standard item number. Where the Government determines the price to be fair and reasonable, the Government may incorporate these new optional equipment codes into the contract as below-the-line options to allow for ease of customer ordering in *AutoChoice*.

C.18 DAMAGE-IN-TRANSIT PROCEDURES

GSA seeks to establish common procedures for customers to report damage in transit. The Government provides Attachment L as the necessary information to vendors, and vendors will be responsible for processing Damage-in-Transit claims according to their own procedures based on the Government's submission. Customers must be able to notate any damage on both paper and electronic delivery receipts. Vendors must provide a determination whether they will repair or replace the vehicle(s) within five (5) business days of notification.

C.19 ADDENDUM TO THE SOLICITATION

The following attachments are included:

Attachment	Description
A	SF1449
A1 – A21	Schedule of Items and Minimums & Options
B	Proposal Checklist
C	Offeror Response Form to Proposal Checklist Administrative Items
D	Technical Exceptions Spreadsheet
E1	Weekly Status Report Format
E2	Weekly and Monthly Status Report Samples
F1-F19	Federal Standard 833P for Buses
G	Small Business Subcontracting Plan
H	*AutoBid* Vendor Instructions
I	*AutoChoice* Online Ordering Procedures
J	Quantity and Sales Estimates
K	10 Day Electronic Invoicing
L	Damage In Transit Process

SECTION D – SOLICITATION CLAUSES

D.1 52.212-1 INSTRUCTIONS TO OFFERORS – COMMERCIAL ITEMS (MAR 2020)

(a) *North American Industry Classification System (NAICS) code and small business size standard.* The NAICS code(s) and small business size standard(s) for this acquisition appear elsewhere in the solicitation. However, the small business size standard for a concern which submits an offer in its own name, but which proposes to furnish an item which it did not itself manufacture, is 500 employees.

(b) *Submission of offers*. Submit signed and dated offers to the office specified in this solicitation at or before the exact time specified in this solicitation. Offers may be submitted on the SF 1449, letterhead stationery, or as otherwise specified in the solicitation. As a minimum, offers must show—

(1) The solicitation number;

(2) The time specified in the solicitation for receipt of offers;

(3) The name, address, and telephone number of the offeror;

(4) A technical description of the items being offered in sufficient detail to evaluate compliance with the requirements in the solicitation. This may include product literature, or other documents, if necessary;

(5) Terms of any express warranty;

(6) Price and any discount terms;

(7) "Remit to" address, if different than mailing address;

(8) A completed copy of the representations and certifications at FAR 52.212-3 (see FAR 52.212-3(b) for those representations and certifications that the offeror shall complete electronically);

(9) Acknowledgment of Solicitation Amendments;

(10) Past performance information, when included as an evaluation factor, to include recent and relevant contracts for the same or similar items and other references (including contract numbers, points of contact with telephone numbers and other relevant information); and

(11) If the offer is not submitted on the SF 1449, include a statement specifying the extent of agreement with all terms, conditions, and provisions included in the solicitation. Offers that fail to furnish required representations or information, or reject the terms and conditions of the solicitation may be excluded from consideration.

(c) *Period for acceptance of offers*. The offeror agrees to hold the prices in its offer firm for 30 calendar days from the date specified for receipt of offers, unless another time period is specified in an addendum to the solicitation.

(d) *Product samples*. When required by the solicitation, product samples shall be submitted at or prior to the time specified for receipt of offers. Unless otherwise specified in this solicitation, these samples shall be submitted at no expense to the Government, and returned at the sender's request and expense, unless they are destroyed during preaward testing.

(e) *Multiple offers*. Offerors are encouraged to submit multiple offers presenting alternative terms and conditions, including alternative line items (provided that the alternative line items are consistent with subpart 4.10 of the Federal Acquisition Regulation), or alternative commercial

items for satisfying the requirements of this solicitation. Each offer submitted will be evaluated separately.

(f) Late submissions, modifications, revisions, and withdrawals of offers.

(1) Offerors are responsible for submitting offers, and any modifications, revisions, or withdrawals, so as to reach the Government office designated in the solicitation by the time specified in the solicitation. If no time is specified in the solicitation, the time for receipt is 4:30 p.m., local time, for the designated Government office on the date that offers or revisions are due.

(2) (i) Any offer, modification, revision, or withdrawal of an offer received at the Government office designated in the solicitation after the exact time specified for receipt of offers is "late" and will not be considered unless it is received before award is made, the Contracting Officer determines that accepting the late offer would not unduly delay the acquisition; and-

(A) If it was transmitted through an electronic commerce method authorized by the solicitation, it was received at the initial point of entry to the Government infrastructure not later than 5:00 p.m. one working day prior to the date specified for receipt of offers; or

(B) There is acceptable evidence to establish that it was received at the Government installation designated for receipt of offers and was under the Government's control prior to the time set for receipt of offers; or

(C) If this solicitation is a request for proposals, it was the only proposal received.

(ii) However, a late modification of an otherwise successful offer, that makes its terms more favorable to the Government, will be considered at any time it is received and may be accepted.

(3) Acceptable evidence to establish the time of receipt at the Government installation includes the time/date stamp of that installation on the offer wrapper, other documentary evidence of receipt maintained by the installation, or oral testimony or statements of Government personnel.

(4) If an emergency or unanticipated event interrupts normal Government processes so that offers cannot be received at the Government office designated for receipt of offers by the exact time specified in the solicitation, and urgent Government requirements preclude amendment of the solicitation or other notice of an extension of the closing date, the time specified for receipt of offers will be deemed to be extended to the same time of day specified in the solicitation on the first work day on which normal Government processes resume.

(5) Offers may be withdrawn by written notice received at any time before the exact time set for receipt of offers. Oral offers in response to oral solicitations may be withdrawn orally. If the solicitation authorizes facsimile offers, offers may be withdrawn via facsimile received at any time before the exact time set for receipt of offers, subject to the conditions specified in the solicitation concerning facsimile offers. An offer may be withdrawn in person by an offeror or its authorized representative if, before the exact time set for receipt of offers, the identity of the person requesting withdrawal is established and the person signs a receipt for the offer.

(g) *Contract award (not applicable to Invitation for Bids*). The Government intends to evaluate offers and award a contract without discussions with offerors. Therefore, the offeror's initial offer should contain the offeror's best terms from a price and technical standpoint. However, the Government reserves the right to conduct discussions if later determined by the Contracting Officer to be necessary. The Government may reject any or all offers if such action

is in the public interest; accept other than the lowest offer; and waive informalities and minor irregularities in offers received.

(h) *Multiple awards*. The Government may accept any item or group of items of an offer, unless the offeror qualifies the offer by specific limitations. Unless otherwise provided in the Schedule, offers may not be submitted for quantities less than those specified. The Government reserves the right to make an award on any item for a quantity less than the quantity offered, at the unit prices offered, unless the offeror specifies otherwise in the offer.

(i) Availability of requirements documents cited in the solicitation.

(1) (i) The GSA Index of Federal Specifications, Standards and Commercial Item Descriptions, FPMR Part 101-29, and copies of specifications, standards, and commercial item descriptions cited in this solicitation may be obtained for a fee by submitting a request to-

GSA Federal Supply Service Specifications Section

Suite 8100 470 East L'Enfant Plaza, SW

Washington, DC 20407

Telephone (202) 619-8925

Facsimile (202) 619-8978.

(ii) If the General Services Administration, Department of Agriculture, or Department of Veterans Affairs issued this solicitation, a single copy of specifications, standards, and commercial item descriptions cited in this solicitation may be obtained free of charge by submitting a request to the addressee in paragraph (i)(1)(i) of this provision. Additional copies will be issued for a fee.

(2) Most unclassified Defense specifications and standards may be downloaded from the following ASSIST websites:

(i) ASSIST (https://assist.dla.mil/online/start/).

(ii) Quick Search (http://quicksearch.dla.mil/).

(iii) ASSISTdocs.com (http://assistdocs.com).

(3) Documents not available from ASSIST may be ordered from the Department of Defense Single Stock Point (DoDSSP) by-

(i) Using the ASSIST Shopping Wizard (https://assist.dla.mil/wizard/index.cfm);

(ii) Phoning the DoDSSP Customer Service Desk (215) 697-2179, Mon-Fri, 0730 to 1600 EST; or

(iii) Ordering from DoDSSP, Building 4, Section D, 700 Robbins Avenue, Philadelphia, PA 19111-5094, Telephone (215) 697-2667/2179, Facsimile (215) 697-1462.

(4) Nongovernment (voluntary) standards must be obtained from the organization responsible for their preparation, publication, or maintenance.

(j) *Unique entity identifier.* (Applies to all offers exceeding $3,500, and offers of $3,500 or less if the solicitation requires the Contractor to be registered in the System for Award Management (SAM).) The Offeror shall enter, in the block with its name and address on the cover page of its offer, the annotation "Unique Entity Identifier" followed by the unique entity identifier that identifies the Offeror's name and address. The Offeror also shall enter its Electronic Funds Transfer (EFT) indicator, if applicable. The EFT indicator is a four-character

suffix to the unique entity identifier. The suffix is assigned at the discretion of the Offeror to establish additional SAM records for identifying alternative EFT accounts (see subpart 32.11) for the same entity. If the Offeror does not have a unique entity identifier, it should contact the entity designated at www.sam.gov for unique entity identifier establishment directly to obtain one. The Offeror should indicate that it is an offeror for a Government contract when contacting the entity designated at www.sam.gov for establishing the unique entity identifier.

(k) [Reserved]

(l) *Debriefing*. If a post-award debriefing is given to requesting offerors, the Government shall disclose the following information, if applicable:

(1) The agency's evaluation of the significant weak or deficient factors in the debriefed offeror's offer.

(2) The overall evaluated cost or price and technical rating of the successful and the debriefed offeror and past performance information on the debriefed offeror.

(3) The overall ranking of all offerors, when any ranking was developed by the agency during source selection.

(4) A summary of the rationale for award;

(5) For acquisitions of commercial items, the make and model of the item to be delivered by the successful offeror.

(6) Reasonable responses to relevant questions posed by the debriefed offeror as to whether source-selection procedures set forth in the solicitation, applicable regulations, and other applicable authorities were followed by the agency.

D.2 52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS-COMMERCIAL ITEMS (MAR 2020)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

(1) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(2) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (*Jul* 2018) (Section 1634 of Pub. L. 115-91).

(3) 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment. (*Aug* 2019) (Section 889(a)(1)(A) of Pub. L. 115-232).

(4) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (*Nov* 2015).

(5) 52.233-3, Protest After Award (*Aug* 1996) (31 U.S.C. 3553).

(6) 52.233-4, Applicable Law for Breach of Contract Claim (*Oct 2004)* (Public Laws 108-77 and 108-78 (19 U.S.C. 3805note)).

(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

[*Contracting Officer check as appropriate*.]

☒ (1) 52.203-6, Restrictions on Subcontractor Sales to the Government (*Sept* 2006), with Alternate I (*Oct* 1995) (41 U.S.C. 4704 and 10 U.S.C. 2402).

☒ (2) 52.203-13, Contractor Code of Business Ethics and Conduct (*Oct* 2015) (41 U.S.C. 3509)).

__ (3) 52.203-15, Whistleblower Protections under the American Recovery and Reinvestment Act of 2009 (*June* 2010) (Section 1553 of Pub. L. 111-5). (Applies to contracts funded by the American Recovery and Reinvestment Act of 2009.)

☒ (4) 52.204-10, Reporting Executive Compensation and First-Tier Subcontract Awards (*Oct* 2018) (Pub. L. 109-282) (31 U.S.C. 6101 note).

__ (5) [Reserved].

__ (6) 52.204-14, Service Contract Reporting Requirements (*Oct* 2016) (Pub. L. 111-117, section 743 of Div. C).

__ (7) 52.204-15, Service Contract Reporting Requirements for Indefinite-Delivery Contracts (*Oct* 2016) (Pub. L. 111-117, section 743 of Div. C).

☒ (8) 52.209-6, Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment. (*Oct* 2015) (31 U.S.C. 6101note).

☒ (9) 52.209-9, Updates of Publicly Available Information Regarding Responsibility Matters (*Oct* 2018) (41 U.S.C. 2313).

__ (10) [Reserved].

__ (11) (i) 52.219-3, Notice of HUBZone Set-Aside or Sole-Source Award (Mar 2020) (15 U.S.C.657a).

__ (ii) Alternate I (Mar 2020) of 52.219-3.

☒ (12) (i) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Mar 2020) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).

__ (ii) Alternate I (Mar 2020) of 52.219-4.

__ (13) [Reserved]

__ (14) (i) 52.219-6, Notice of Total Small Business Set-Aside (Mar 2020) (15 U.S.C.644).

__ (ii) Alternate I (Mar 2020).

__ (iii) Alternate II (*Nov* 2011).

__ (15) (i) 52.219-7, Notice of Partial Small Business Set-Aside (Mar 2020) (15 U.S.C. 644).

__ (ii) Alternate I (Mar 2020) of 52.219-7.

__ (iii) Alternate II (*Mar* 2004) of 52.219-7.

☒ (16) 52.219-8, Utilization of Small Business Concerns (*Oct* 2018) (15 U.S.C. 637(d)(2) and (3)).

☒ (17) (i) 52.219-9, Small Business Subcontracting Plan (Mar 2020) (15 U.S.C. 637(d)(4)).

__ (ii) Alternate I (*Nov* 2016) of 52.219-9.

☒ (iii) Alternate II (*Nov* 2016) of 52.219-9.

__ (iv) Alternate III (Mar 2020) of 52.219-9.

__ (v) Alternate IV (Aug 2018) of 52.219-9

__ (18) 52.219-13, Notice of Set-Aside of Orders (Mar 2020) (15 U.S.C. 644(r)).

__ (19) 52.219-14, Limitations on Subcontracting (Mar 2020) (15 U.S.C.637(a)(14)).

☒ (20) 52.219-16, Liquidated Damages-Subcontracting Plan (*Jan* 1999) (15 U.S.C. 637(d)(4)(F)(i)).

__ (21) 52.219-27, Notice of Service-Disabled Veteran-Owned Small Business Set-Aside (Mar 2020) (15 U.S.C. 657f).

☒ (22) (i) 52.219-28, Post Award Small Business Program Rerepresentation (May 2020) (15 U.S.C. 632(a)(2)).

(ii) Alternate I (MAY 2020) of 52.219-28.

__ (23) 52.219-29, Notice of Set-Aside for, or Sole Source Award to, Economically Disadvantaged Women-Owned Small Business Concerns (Mar 2020) (15 U.S.C. 637(m)).

__ (24) 52.219-30, Notice of Set-Aside for, or Sole Source Award to, Women-Owned Small Business Concerns Eligible Under the Women-Owned Small Business Program (Mar 2020) (15 U.S.C. 637(m)).

(25) 52.219-32, Orders Issued Directly Under Small Business Reserves (Mar 2020) (15 U.S.C. 644(r)).

(26) 52.219-33, Nonmanufacturer Rule (Mar 2020) (15 U.S.C. 637(a)(17)).

☒ (27) 52.222-3, Convict Labor (*June* 2003) (E.O.11755).

☒ (28) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (Jan 2020) (E.O.13126).

☒ (29) 52.222-21, Prohibition of Segregated Facilities (*Apr* 2015).

☒ (30) (i) 52.222-26, Equal Opportunity (*Sept* 2016) (E.O.11246).

__ (ii) Alternate I (*Feb* 1999) of 52.222-26.

☒ (31) (i) 52.222-35, Equal Opportunity for Veterans (*Oct* 2015) (38 U.S.C. 4212).

__ (ii) Alternate I (*July* 2014) of 52.222-35.

☒ (32) (i) 52.222-36, Equal Opportunity for Workers with Disabilities (*Jul* 2014) (29 U.S.C.793).

__ (ii) Alternate I (July 2014) of 52.222-36.

☒ (33) 52.222-37, Employment Reports on Veterans (*Feb 2016*) (38 U.S.C. 4212).

☒ (34) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (*Dec* 2010) (E.O. 13496).

☒ (35) (i) 52.222-50, Combating Trafficking in Persons (*Jan* 2019) (22 U.S.C. chapter 78 and E.O. 13627).

__ (ii) Alternate I (*Mar* 2015) of 52.222-50 (22 U.S.C. chapter78 and E.O. 13627).

☒ (36) 52.222-54, Employment Eligibility Verification (*Oct 2015*). (Executive Order 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)

__ (37) (i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA–Designated Items (*May* 2008) (42 U.S.C. 6962(c)(3)(A)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

__ (ii) Alternate I (*May* 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

☒ (38) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (*Jun* 2016) (E.O. 13693).

☒ (39) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (*Jun* 2016) (E.O. 13693).

__ (40) (i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (*Jun 2014*) (E.O.s 13423 and 13514).

__ (ii) Alternate I (*Oct* 2015) of 52.223-13.

__ (41) (i) 52.223-14, Acquisition of EPEAT®-Registered Televisions (*Jun 2014*) (E.O.s 13423 and 13514).

__ (ii) Alternate I (*Jun* 2014) of 52.223-14.

__ (42) 52.223-15, Energy Efficiency in Energy-Consuming Products (*May 2020*) (42 U.S.C. 8259b).

__ (43) (i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (*Oct 2015*) (E.O.s 13423 and 13514).

__ (ii) Alternate I (*Jun* 2014) of 52.223-16.

☒ (44) 52.223-18, Encouraging Contractor Policies to Ban Text Messaging While Driving (*Aug 2011*) (E.O. 13513).

__ (45) 52.223-20, Aerosols (*Jun* 2016) (E.O. 13693).

__ (46) 52.223-21, Foams (*Jun* 2016) (E.O. 13693).

__ (47) (i) 52.224-3 Privacy Training (*Jan* 2017) (5 U.S.C. 552 a).

__ (ii) Alternate I (*Jan* 2017) of 52.224-3.

__ (48) 52.225-1, Buy American-Supplies (*May* 2014) (41 U.S.C. chapter 83).

__ (49) (i) 52.225-3, Buy American-Free Trade Agreements-Israeli Trade Act (*May* 2014)
(41 U.S.C. chapter 83, 19 U.S.C. 3301 note, 19 U.S.C. 2112 note, 19 U.S.C. 3805 note, 19 U.S.C . 4001 note, Pub. L. 103-182, 108-77, 108-78, 108-286, 108-302, 109-53, 109-169, 109-283, 110-138, 112-41, 112-42, and 112-43.

__ (ii) Alternate I (*May* 2014) of 52.225-3.

__ (iii) Alternate II (*May* 2014) of 52.225-3.

__ (iv) Alternate III (*May* 2014) of 52.225-3.

☒ (50) 52.225-5, Trade Agreements (*Oct 2019*) (19 U.S.C. 2501, *et seq*., 19 U.S.C. 3301 note).

☒ (51) 52.225-13, Restrictions on Certain Foreign Purchases (*June* 2008) (E.O.'s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).

__ (52) 52.225-26, Contractors Performing Private Security Functions Outside the United States (*Oct* 2016) (Section 862, as amended, of the National Defense Authorization Act for Fiscal Year 2008; 10 U.S.C. 2302 Note).

__ (53) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (*Nov* 2007) (42 U.S.C. 5150).

__ (54) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (*Nov* 2007) (42 U.S.C. 5150).

__ (55) 52.232-29, Terms for Financing of Purchases of Commercial Items (*Feb* 2002) (41 U.S.C.4505, 10 U.S.C.2307(f)).

__ (56) 52.232-30, Installment Payments for Commercial Items (*Jan* 2017) (41 U.S.C.4505, 10 U.S.C.2307(f)).

☒ (57) 52.232-33, Payment by Electronic Funds Transfer-System for Award Management (*Oct* 2018) (31 U.S.C. 3332).

__ (58) 52.232-34, Payment by Electronic Funds Transfer-Other than System for Award Management (*Jul* 2013) (31 U.S.C.3332).

__ (59) 52.232-36, Payment by Third Party (*May* 2014) (31 U.S.C.3332).

__ (60) 52.239-1, Privacy or Security Safeguards (*Aug* 1996) (5 U.S.C. 552a).

☒ (61) 52.242-5, Payments to Small Business Subcontractors (*Jan* 2017) (15 U.S.C. 637(d)(13)).

☒ (62) (i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (*Feb* 2006) (46 U.S.C. Appx. 1241(b) and 10 U.S.C. 2631).

__ (ii) Alternate I (*Apr* 2003) of 52.247-64.

__ (iii) Alternate II (*Feb* 2006) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

[*Contracting Officer check as appropriate.*]

__ (1) 52.222-17, Nondisplacement of Qualified Workers (*May* 2014)(E.O. 13495).

__ (2) 52.222-41, Service Contract Labor Standards (*Aug* 2018) (41 U.S.C. chapter 67).

__ (3) 52.222-42, Statement of Equivalent Rates for Federal Hires (*May* 2014) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

__ (4) 52.222-43, Fair Labor Standards Act and Service Contract Labor Standards-Price Adjustment (Multiple Year and Option Contracts) (*Aug* 2018) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

__ (5) 52.222-44, Fair Labor Standards Act and Service Contract Labor Standards-Price Adjustment (*May* 2014) (29 U.S.C. 206 and 41 U.S.C. chapter 67).

__ (6) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment-Requirements (*May* 2014) (41 U.S.C. chapter 67).

__ (7) 52.222-53, Exemption from Application of the Service Contract Labor Standards to Contracts for Certain Services-Requirements (*May* 2014) (41 U.S.C. chapter 67).

__ (8) 52.222-55, Minimum Wages Under Executive Order 13658 (*Dec* 2015).

__ (9) 52.222-62, Paid Sick Leave Under Executive Order 13706 (*Jan* 2017) (E.O. 13706).

__ (10) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (*May* 2014) (42 U.S.C. 1792).

(d) *Comptroller General Examination of Record*. The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records-Negotiation.

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after

any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(e)

(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c), and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause-

(i) 52.203-13, Contractor Code of Business Ethics and Conduct (*Oct* 2015) (41 U.S.C. 3509).

(ii) 52.203-19, Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements (Jan 2017) (section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions)).

(iii) 52.204-23, Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (Jul 2018) (Section 1634 of Pub. L. 115-91).

(iv) 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment. (Aug 2019) (Section 889(a)(1)(A) of Pub. L. 115-232).

(v) 52.219-8, Utilization of Small Business Concerns (*Oct* 2018) (15 U.S.C.637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(vi) 52.222-17, Nondisplacement of Qualified Workers (*May* 2014) (E.O. 13495). Flow down required in accordance with paragraph (l) of FAR clause 52.222-17.

(vii) 52.222-21, Prohibition of Segregated Facilities (*Apr* 2015).

(viii) 52.222-26, Equal Opportunity (*Sept* 2015) (E.O.11246).

(ix) 52.222-35, Equal Opportunity for Veterans (*Oct* 2015) (38 U.S.C.4212).

(x) 52.222-36, Equal Opportunity for Workers with Disabilities (*Jul* 2014) (29 U.S.C.793).

(xi) 52.222-37, Employment Reports on Veterans (*Feb* 2016) (38 U.S.C.4212)

(xii) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (*Dec* 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.

(xiii) 52.222-41, Service Contract Labor Standards (*Aug* 2018) (41 U.S.C. chapter 67).

(xiv)

(A) 52.222-50, Combating Trafficking in Persons (*Jan* 2019) (22 U.S.C. chapter 78 and E.O 13627).

(B) Alternate I (*Mar* 2015) of 52.222-50(22 U.S.C. chapter 78and E.O 13627).

(xv) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment-Requirements (*May* 2014) (41 U.S.C. chapter 67).

(xvi) 52.222-53, Exemption from Application of the Service Contract Labor Standards to Contracts for Certain Services-Requirements (*May* 2014) (41 U.S.C. chapter 67).

(xvii) 52.222-54, Employment Eligibility Verification (*Oct 2015*) (E.O. 12989).

(xviii) 52.222-55, Minimum Wages Under Executive Order 13658 (*Dec* 2015).

(xix) 52.222-62, Paid Sick Leave Under Executive Order 13706 (*Jan* 2017) (E.O. 13706).

(xx)

(A) 52.224-3, Privacy Training (*Jan* 2017) (5 U.S.C. 552a).

(B) Alternate I (*Jan* 2017) of 52.224-3.

(xxi) 52.225-26, Contractors Performing Private Security Functions Outside the United States (*Oct* 2016) (Section 862, as amended, of the National Defense Authorization Act for Fiscal Year 2008; 10 U.S.C. 2302 Note).

(xxii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (*May* 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.

(xxiii) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (*Feb* 2006) (46 U.S.C. Appx.1241(b) and 10 U.S.C.2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the Contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

D.3 52.216-18 ORDERING (OCT 1995)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from Date of Award through Contract expiration date.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict between a delivery order or task order and this contract, the contract shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the ordering activity deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

D.4 52.216-19 ORDER LIMITATIONS (OCT 1995)

(a) *Minimum order*. When the Government requires supplies or services covered by this contract in an amount of less than 1 unit, the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

(b) *Maximum order*. The Contractor is not obligated to honor-

(1) Any order for a single item in excess $10,000,000.00;
(2) Any order for a combination of items in excess of $10,000,000.00; or
(3) A series of orders from the same ordering office within 14 days that together call for quantities exceeding the limitation in paragraph (b)(1) or (2) of this section.

(c) If this is a requirements contract (*i.e.,* includes the Requirements clause at subsection 52.216-21 of the Federal Acquisition Regulation (FAR)), the Government is not required to order a part of any one requirement from the Contractor if that requirement exceeds the maximum-order limitations in paragraph (b) of this section.

(d) Notwithstanding paragraphs (b) and (c) of this section, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within 7 days after issuance, with written notice stating the Contractor's intent not to ship the item (or items) called for and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from another source.

D.5 52.216-22 INDEFINITE QUANTITY (OCT 1995)

(a) This is an indefinite-quantity contract for the supplies or services specified, and effective for the period stated, in the Schedule. The quantities of supplies and services specified in the Schedule are estimates only and are not purchased by this contract.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. The Contractor shall furnish to the Government, when and if ordered, the supplies or services specified in the Schedule up to and including the quantity designated in the Schedule as the "maximum". The Government shall order at least the quantity of supplies or services designated in the Schedule as the "minimum".

(c) Except for any limitations on quantities in the Order Limitations clause or in the Schedule, there is no limit on the number of orders that may be issued. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that order to the same extent as if the order were completed during the contract's effective period.

D.6 52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es): For contract clauses which are contained in the Federal Acquisition Regulation (FAR) the address is http://acquisition.gov/far/.

☒ 52.202-1 Definitions (Nov 2013)
☒ 52.203-3 Gratuities (Apr 1984)
☒ 52.203-12 Limitations on Payment to Influence Certain Federal Transactions (Oct 2010)

☒ 52.203-17 Contractor Employee Whistleblower Rights And Requirement To Inform Employees Of Whistleblower Rights (Apr 2014)
☒ 52.204-13 System For Award Management Maintenance (Oct 2018)
☒ 52.204-18 Commercial And Government Entity Code Maintenance (Jul 2016)
☒ 52.204-19 Incorporation By Reference Of Representations And Certifications (Dec 2014)
☒ 52.204-21 Basic Safeguarding Of Covered Contractor Information Systems (Jun 2016)
☒ 52.222-1 Notice to the Government of Labor Disputes (Feb 1997)
☒ 52.226-1 Utilization Of Indian Organizations And Indian-Owned Economic Enterprises (Jun 2000)
☒ 52.227-1 Authorization And Consent (Dec 2007)
☒ 52.227-2 Notice And Assistance Regarding Patent And Copyright Infringement (Dec 2007)
☒ 52.227-14 Rights In Data – General (May 2014)
☒ 52.229-3 Federal, State, and Local Taxes (Feb 2013)
☒ 52.232-17 Interest (May 2014)
☒ 52.232-23 Assignment of Claims (May 2014)
☒ 52.232-39 Unenforceability of Unauthorized Obligations (Jun 2013)
☒ 52.233-1 Disputes (May 2014)
☒ 52.242-13 Bankruptcy (Jul 1995)
☒ 52.242-15 Stop-Work Order (Aug 1989)
☒ 52.247-34 Default (Fixed-Price Supply and Service) (Apr 1984)
☒ 52.249-8 F.O.B. Destination (Nov 1991)
☒ 52.253-1 Computer Generated Forms (Jan 1991)

D.7 DFARS 225.7004 RESTRICTION ON ACQUISITION OF FOREIGN BUSES

This DFARS clause applies only to purchases made on behalf of DoD.

225.7004-1 Restriction.
In accordance with 10 U.S.C. 2534, do not acquire a multi passenger motor vehicle (bus) unless it is manufactured in the United States, Australia, Canada, or the United Kingdom.
225.7004-2 Applicability.
Apply this restriction if the buses are purchased, leased, rented, or made available under contracts for transportation services.
225.7004-3 Exceptions.
This restriction does not apply in any of the following circumstances:

(a) Buses manufactured outside the United States, Australia, Canada, or the United Kingdom are needed for temporary use because buses manufactured in the United States, Australia, Canada, or the United Kingdom are not available to satisfy requirements that cannot be postponed. Such use may not, however, exceed the lead time required for acquisition and delivery of buses manufactured in the United States, Australia, Canada, or the United Kingdom.

(b) The requirement for buses is temporary in nature. For example, to meet a special, nonrecurring requirement or a sporadic and infrequent recurring requirement, buses

manufactured outside the United States, Australia, Canada, or the United Kingdom may be used for temporary periods of time. Such use may not, however, exceed the period of time needed to meet the special requirement.

(c) Buses manufactured outside the United States, Australia, Canada, or the United Kingdom are available at no cost to the U.S. Government.

(d) The acquisition is for an amount at or below the simplified acquisition threshold.

225.7004-4 Waiver.

The waiver criteria at 225.7008(a) apply to this restriction.

225.7008 Waiver of restrictions of 10 U.S.C. 2534.

(a) When specifically authorized by reference elsewhere in this subpart, the restrictions on certain foreign purchases under 10 U.S.C. 2534(a) may be waived as follows:

(1)(i) The Under Secretary of Defense (Acquisition, Technology, and Logistics) (USD(AT&L)), without power of delegation, may waive a restriction for a particular item for a particular foreign country upon determination that --

(A) United States producers of the item would not be jeopardized by competition from a foreign country, and that country does not discriminate against defense items produced in the United States to a greater degree than the United States discriminates against defense items produced in that country; or

(B) Application of the restriction would impede cooperative programs entered into between DoD and a foreign country, or would impede the reciprocal procurement of defense items under a memorandum of understanding providing for reciprocal procurement of defense items under 225.872, and that country does not discriminate against defense items produced in the United States to a greater degree than the United States discriminates against defense items produced in that country.

(ii) A notice of the determination to exercise the waiver authority shall be published in the Federal Register and submitted to the congressional defense committees at least 15 days before the effective date of the waiver.

(iii) The effective period of the waiver shall not exceed 1 year.

(iv) For contracts entered into prior to the effective date of a waiver, provided adequate consideration is received to modify the contract, the waiver shall be applied as directed or authorized in the waiver to --

(A) Subcontracts entered into on or after the effective date of the waiver; and

(B) Options for the procurement of items that are exercised after the effective date of the waiver, if the option prices are adjusted for any reason other than the application of the waiver.

(2) The head of the contracting activity may waive a restriction on a case-by-case basis upon execution of a determination and findings that any of the following applies:

(i) The restriction would cause unreasonable delays.

(ii) Satisfactory quality items manufactured in the United States or Canada are not available.

(iii) Application of the restriction would result in the existence of only one source for the item in the United States or Canada.

(iv) Application of the restriction is not in the national security interests of the United States.

(v) Application of the restriction would adversely affect a U.S. company.

(3) A restriction is waived when it would cause unreasonable costs. The cost of an item of U.S. or Canadian origin is unreasonable if it exceeds 150 percent of the offered price, inclusive of duty, of items that are not of U.S. or Canadian origin.

D.8 DFARS 252.227-7015 TECHNICAL DATA – COMMERCIAL ITEMS (FEB 2014)

**This clause shall only be used in conjunction with option PSMA – Parts and Service Manual/Air Force. By offering PSMA, the offeror agrees to grant the rights prescribed below on the entire vehicle to include after-market applications.

(a) Definitions. As used in this clause—

(1) "Commercial item" does not include commercial computer software.

(2) "Covered Government support contractor" means a contractor (other than a litigation support contractor covered by 252.204-7014) under a contract, the primary purpose of which is to furnish independent and impartial advice or technical assistance directly to the Government in support of the Government's management and oversight of a program or effort (rather than to directly furnish an end item or service to accomplish a program or effort), provided that the contractor—

(i) Is not affiliated with the prime contractor or a first-tier subcontractor on the program or effort, or with any direct competitor of such prime contractor or any such first-tier subcontractor in furnishing end items or services of the type developed or produced on the program or effort; and

(ii) Receives access to technical data or computer software for performance of a Government contract that contains the clause at 252.227-7025, Limitations on the Use or Disclosure of Government-Furnished Information Marked with Restrictive Legends.

(3) "Form, fit, and function data" means technical data that describes the required overall physical, functional, and performance characteristics (along with the qualification requirements, if applicable) of an item, component, or process to the extent necessary to permit identification of physically and functionally interchangeable items.

(4) The term "item" includes components or processes.

(5) "Technical data" means recorded information, regardless of the form or method of recording, of a scientific or technical nature (including computer software documentation). The term does not include computer software or data incidental to contract administration, such as financial and/or management information.

(b) License.

(1) The Government shall have the unrestricted right to use, modify, reproduce, release, perform, display, or disclose technical data, and to permit others to do so, that—

(i) Have been provided to the Government or others without restrictions on use, modification, reproduction, release, or further disclosure other than a release or disclosure resulting from the sale, transfer, or other assignment of interest in the technical data to another party or the sale or transfer of some or all of a business entity or its assets to another party;

(ii) Are form, fit, and function data;

(iii) Are a correction or change to technical data furnished to the Contractor by the Government;

(iv) Are necessary for operation, maintenance, installation, or training (other than detailed manufacturing or process data); or

(v) Have been provided to the Government under a prior contract or licensing agreement through which the Government has acquired the rights to use, modify, reproduce, release, perform, display, or disclose the data without restrictions.

(2) Except as provided in paragraph (b)(1) of this clause, the Government may use, modify, reproduce, release, perform, display, or disclose technical data within the Government only. The Government shall not—

(i) Use the technical data to manufacture additional quantities of the commercial items; or

(ii) Release, perform, display, disclose, or authorize use of the technical data outside the Government without the Contractor's written permission unless a release, disclosure, or permitted use is necessary for emergency repair or overhaul of the commercial items furnished under this contract, or for performance of work by covered Government support contractors.

(3) The Contractor acknowledges that—

(i) Technical data covered by paragraph (b)(2) of this clause are authorized to be released or disclosed to covered Government support contractors;

(ii) The Contractor will be notified of such release or disclosure;

(iii) The Contractor (or the party asserting restrictions as identified in a restrictive legend) may require each such covered Government support contractor to enter into a non-disclosure agreement directly with the Contractor (or the party asserting restrictions) regarding the covered Government support contractor's use of such data, or alternatively, that the Contractor (or party asserting restrictions) may waive in writing the requirement for an non-disclosure agreement; and

(iv) Any such non-disclosure agreement shall address the restrictions on the covered Government support contractor's use of the data as set forth in the clause at 252.227-7025, Limitations on the Use or Disclosure of Government-Furnished Information Marked with Restrictive Legends. The non-disclosure agreement shall not include any additional terms and conditions unless mutually agreed to by the parties to the non-disclosure agreement.

(c) Additional license rights. The Contractor, its subcontractors, and suppliers are not required to provide the Government additional rights to use, modify, reproduce, release, perform, display, or disclose technical data. However, if the Government desires to obtain additional rights in technical data, the Contractor agrees to promptly enter into negotiations with the Contracting Officer to determine whether there are acceptable terms for transferring such rights. All technical data in which the Contractor has granted the Government additional rights shall be listed or described in a special license agreement made part of this contract. The license shall enumerate the additional rights granted the Government in such data.

(d) Release from liability. The Contractor agrees that the Government, and other persons to whom the Government may have released or disclosed technical data delivered or otherwise furnished under this contract, shall have no liability for any release or disclosure of technical data that are not marked to indicate that such data are licensed data subject to use, modification, reproduction, release, performance, display, or disclosure restrictions.

(e) Applicability to subcontractors or suppliers.

(1) The Contractor shall recognize and protect the rights afforded its subcontractors and suppliers under 10 U.S.C. 2320 and 10 U.S.C. 2321.

(2) Whenever any technical data related to commercial items developed in any part at private expense will be obtained from a subcontractor or supplier for delivery to the Government under this contract, the Contractor shall use this same clause in the subcontract or other contractual instrument, including subcontracts and other contractual instruments for commercial items, and require its subcontractors or suppliers to do so, without alteration, except to identify the parties. This clause will govern the technical data pertaining to any portion of a commercial item that was developed exclusively at private expense, and the clause at 252.227-7013 will govern the technical data pertaining to any portion of a commercial item that was developed in any part at Government expense.

D.9 552.204-70 REPRESENTATION REGARDING CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT (AUG 2019)

(a) Definitions. As used in this clause-
"Covered telecommunications equipment or services", "Critical technology", and "Substantial or essential component" have the meanings provided in FAR 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.

(b) Prohibition. Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. Contractors are not prohibited from providing-

i. A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

ii. Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(c) Representation. The Offeror or Contractor represents that it ☐ will or ☐ will not [Contractor to complete and submit to the Contracting Officer] provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract, order, or other contractual instrument resulting from this contract. This representation shall be provided as part of the proposal and resubmitted on an annual basis from the date of award.

(d) Disclosures. If the Offeror or Contractor has responded affirmatively to the representation in paragraph (c) of this clause, the Offeror or Contractor shall provide the following additional information to the Contracting Officer--

i. All covered telecommunications equipment and services offered or provided (include brand; model number, such as original equipment manufacturer (OEM) number, manufacturer part number, or wholesaler number; and item description, as applicable);

ii. Explanation of the proposed use of covered telecommunications equipment and services and any factors relevant to determining if such use would be permissible under the

prohibition in paragraph (b) of this provision;

iii. For services, the entity providing the covered telecommunications services (include entity name, unique entity identifier, and Commercial and Government Entity (CAGE) code, if known); and

For equipment, the entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the OEM or a distributor, if known).

D.10 552.212-71 CONTRACT TERMS AND CONDITIONS APPLICABLE TO GSA ACQUISITION OF COMMERCIAL ITEMS (MAY 2019)

(a) The Contractor agrees to comply with any clause that is incorporated herein by reference to implement agency policy applicable to acquisition of commercial items or components. The clause in effect based on the applicable regulation cited on the date the solicitation is issued applies unless otherwise stated herein. The clauses in paragraph (b) of this section are incorporated by reference:

For contract clauses which are contained in the General Service Administration Acquisition Manual (GSAM)
The address is: https://www.acquisition.gov/gsam/gsam.html.

(b) *Clauses*.

552.203-71	Restriction on Advertising (Sep 1999)
552.211-73	Marking (Feb 1996)
552.211-75	Preservation, Packaging, And Packing (Feb 1996)
552.211-77	Packing List (Feb 1996)
552.211-88	Vehicle Export Preparation (Jan 2010)
552.211-91	Vehicle Decals, Stickers, And Data Plates (Jan 2010)
552.212-4	Contract Terms and Conditions – Commercial Items. (FAR Deviation) (Feb 2018)
552.215-70	Examination of Records by GSA (Jul 2016)
552.215-72	Price Adjustment—Failure to Provide Accurate Information (Aug 1997)
552.229-70	Federal, State, and Local Taxes (Apr 1984)
552.229-71	Federal Excise Tax—DC Government (Sep 1999)
552.232-23	Assignment of Claims (Sep 1999)
552.232-25	Prompt Payment (Nov 2009)
552.232-39	Unenforceability of Unauthorized Obligations (FAR Deviation) (Feb 2018)
552.242-70	Status Report of Orders and Shipments (Feb 2009

D.11 552.216-72 PLACEMENT OF ORDERS (AUG 2010) (ALTERNATE I – AUG 2010)

(a) All delivery orders (orders) under this contract will be placed by the General Services Administration's Federal Acquisition Service (FAS). The Contractor is not authorized to accept orders from any other agency. Violation of this restriction may result in termination of the contract pursuant to the default clause of this contract.

(b) All orders shall be placed by Electronic Data Interchange (EDI) using the American National Standards Institute (ANSI) X12 Standard for Electronic Data Interchange (EDI) format.

(c) If the Contractor agrees, transmission will be computer-to-computer EDI. If computer-to-computer EDI is not possible, FAS will use an alternative EDI method allowing the Contractor to receive orders by facsimile transmission.

(d) When computer to computer EDI procedures will be used to place orders, the Contractor shall enter into a Trading Partner Agreement (TPA) with FAS in order to ensure mutual understanding by the parties of certain electronic transaction conventions and to recognize the rights and responsibilities of the parties as they apply to this method of placing orders. The TPA must identify, among other things, the third party provider(s) through which electronic orders are placed, the transaction sets used, security procedures, and guidelines for implementation.

(e) The Contractor shall be responsible for providing its own hardware and software necessary to transmit and receive data electronically. Additionally, each party to the TPA shall be responsible for the costs associated with its use of third party provider services.

(f) Nothing in the TPA will invalidate any part of this contract between the Contractor and the General Services Administration. All terms and conditions of this contract that otherwise would be applicable to a mailed order shall apply to the electronic order.

(g) The basic content and format of the TPA will be provided by:

General Services Administration
Office of Fleet Management
Acquisition Systems Branch (QMDEA)
automotiveedi.partnerships@gsa.gov

D.12 552.216-73 ORDERING INFORMATION (AUG 2010) (ALTERNATE I - SEP 1999)

(a) In accordance with the Placement of Orders clause of this solicitation, the offeror elects to receive orders placed by GSA's Federal Acquisition Service (FAS) by either ☐ facsimile transmission or
☐ computer-to-computer Electronic Data Interchange (EDI).

(b) An offeror electing to receive computer-to-computer EDI is requested to indicate below the name, address, and telephone number of the representative to be contacted regarding establishment of an EDI interface.

(c) An offeror electing to receive orders by facsimile transmission is requested to indicate below the telephone number(s) for facsimile transmission equipment where orders should be forwarded.

(d) Not applicable

(e) Offerors marketing through dealers are requested to indicate below whether those dealers will be participating in the proposed contract.

YES ☐ NO ☐

If "yes" is checked, ordering information to be inserted above shall reflect that in addition to offeror's name, address, and facsimile transmission telephone number, orders can be addressed to the offeror's name, c/o nearest local dealer. In this event, two copies of a list of participating dealers shall accompany this offer, and shall also be included in Contractor's Federal Supply Schedule pricelist.

D.13 552.216-74 GSA TASK-ORDER AND DELIVERY-ORDER OMBUDSMAN (JAN 2017)

(a) GSA has designated a Task-Order and Delivery-Order Ombudsman who will review complaints from contractors and ensure that they are afforded a fair opportunity for consideration in the award of task or delivery orders under Indefinite Delivery/Indefinite Quantity (ID/IQ) contracts, consistent with the procedures in the contract. Written complaints shall be submitted to the Ombudsman, with a copy to the Contracting Officer.

(b) In the case that the contractor is not satisfied with the resolution of the complaint by the GSA Task-Order and Delivery-Order Ombudsman, the contractor may follow the procedures outlined in subpart 33.1.

(c) The GSA Task-Order and Delivery-Order Ombudsman is located at the General Services Administration (GSA), Office of Government-wide Policy (OGP), Office of Acquisition Policy (MV). Contact information for the GSA Task-Order and Delivery-Order Ombudsman can be found at: http://www.gsa.gov/ombudsman.

D.14 D-FSS-479 GSA FORM 1398 (AUG 1993)

The Contractor shall affix one (1) copy of GSA Form 1398, GSA Purchased Vehicle, fully completed, to the right or left front door lock face or door post after final inspection is made. All marks on windows and other labels (except labels cautioning against drained transmission, crankcase, and rear axle) shall be removed. Copies of GSA Form 1398 are available from vehicle.buying@gsa.gov or the Contracting Officer.

NOTE TO OFFEROR: Data shown in the solicitation schedule of items may be utilized to satisfy the requirements for the following to be shown on GSA Form 1398:

(1) Receiving Agency--Examples are: GSA, Navy, DOI, Forest Service.

(2) Purchase Order No.--Use the five-digit "case" or "file" number.

D.15 F-FSS-250 TIME OF SHIPMENT (FEB 1986)

Shipment is required for the First Production Vehicle(s) specified calendar days after receipt of notice of award for the first vehicle(s). The first production vehicle(s) is required to be built, inspected and accepted by the Government within (see chart below for number of days) after receipt of orders (ARO). The remaining vehicle(s) is required to be built, inspected, and accepted 30 days after GSA inspects and accepts the First Production Vehicle. The time of final shipment shall not exceed the number of days ARO as specified below.

SINs	Days for Vehicle Shipment (ARO)
202C	150
220A	180
220C	180
221A	180
221C	180
222A	180
222C	180
230A	180
232A	180
232C	180
236A	180
236C	180
238A	180
238C	180
240L	180

241	180
241N	210
242	210
242N	180
243	210
246	210
247	210
259W	210
260	210
260W	210
263	210
263W	210
301C	150
302C	150
304C	150
320A	180
320C	180
321A	180
321C	180
322A	180
322C	180
330A	180
332A	180
332C	180
336A	180
336C	180
338A	180
338C	180
341	210
341N	210
342	210
342L	210
342N	210
343	210
343L	240
346	210
346L	240
347	210
347L	240
359W	210
360	210

360L	210
360W	210
363	210
363W	210
396	300
397	300
398	300

D.16 G-FSS-900-A CONTACT FOR CONTRACT ADMINISTRATION (JAN 1994)

Offerors are required to designate a person to be contacted for prompt contract administration.

NAME _____
TITLE _____
ADDRESS_____
ZIP CODE _____
EMAIL_____
TELEPHONE NO. (_____)_____
FAX NO. (_____)_____

D.17 G-FSS-914-B CONTRACTOR'S REMITTANCE (PAYMENT) ADDRESS (SEP 1996)

(a) Payment by electronic funds transfer (EFT) is the Government's preferred method of payment. However, under certain conditions, the Government may elect to make payment by check. The offeror shall indicate below the payment (remittance) address to which Government checks should be mailed for payment of proper invoices submitted under a resultant contract.

PAYMENT ADDRESS:
_____
_____
_____
(b) All offerors are cautioned that if the payment address shown on an invoice differs from that shown above, the address above will govern. Payment to any other address, except as provided for through EFT payment methods, will require an administrative change to the contract.

D.18 I-FSS-100-A SCOPE OF CONTRACT (OCT 1997)

(a) This contract provides for the General Services Administration (GSA) normal supply requirements as identified herein during the period specified elsewhere in this solicitation. GSA is obligated to purchase such quantities as may be needed from time to time to fill any requirements determined in accordance with currently applicable procurement regulations and supply procedures, except in the following circumstances:

(1) In cases of urgent requirements.
(2) As may be otherwise provided herein.

(b) Except as otherwise provided herein, the Contractor is obligated to deliver all such quantities as may be so ordered from time to time. As to estimates, note the following: The quantities shown herein as estimated requirements are based upon information made available to GSA. However, since such estimates are being furnished to the offeror solely for general informational purposes, no guarantee is given that any quantities will be purchased, but assurance is accorded that such bona fide needs as may arise will be obtained subject to any provisions set forth elsewhere in this contract.

D.19 I-FSS-168 OPTION TO EXTEND THE TERM OF THE CONTRACT (JUN 1996)

The Government has the unilateral right to extend the term of this contract through the exercise of options.

The total duration of this contract, including option(s), shall not exceed four years. This four-year contract has one 12-month base period three 12-month option periods. When any option to extend the term of this contract is exercised, the following conditions are applicable:

(a) The Government may extend the term of this contract by written notice to the Contractor within 30 days, provided that the Government shall give the Contractor a preliminary written notice of its intent to extend at least 60 days prior to contract expiration. The preliminary notice does not commit the Government to an extension.

D.20 I-FSS-644 DEALERS AND SUPPLIERS (OCT 1988)

When requested by the Contracting Officer, if other than the manufacturer, the offeror must submit prior to award of a contract, either (1) a letter of commitment from the manufacturer which will assure the offeror of a source of supply sufficient to satisfy the Government's requirements for the contract period, OR (2) evidence that the offeror will have an uninterrupted source of supply from which to satisfy the Government's requirements for the contract period.

D.21 I-FSS-880-A STATEMENT OF ORIGIN (APR 1984)

A Manufacturer's Statement of Origin or Title showing the applicable Delivery Order Number is required for each vehicle procured under this solicitation. Statements applicable to the item(s) specified below shall be forwarded to the indicated addressee; statements applicable to items not specified below shall be forwarded to the consignee.

D.22 I-FSS-965 INTERPRETATION OF CONTRACT REQUIREMENTS (APR 1984)

No interpretation of any provision of this contract, including applicable specifications, shall be binding on the Government unless furnished or agreed to in writing by the Contracting Officer or his designated representative.

D.23 K-FSS-1 AUTHORIZED NEGOTIATORS (MAR 1998)

The offeror shall, in the spaces provided below, fill in the names of all persons authorized to negotiate with the Government in connection with this request for proposals or quotations. (List the names, titles, telephone numbers and electronic mail address of the authorized negotiators.)

_____

_____

SECTION E – SOLICITATION PROVISIONS

E.1 52.204-7 SYSTEM FOR AWARD MANAGEMENT (OCT 2018)

(a) Definitions. As used in this provision—

"Electronic Funds Transfer (EFT) indicator means a four-character suffix to the unique entity identifier. The suffix is assigned at the discretion of the commercial, nonprofit, or Government entity to establish additional System for Award Management records for identifying alternative EFT accounts (see subpart 32.11) for the same entity.

"Registered in the System for Award Management (SAM)" means that–

(1) The Offeror has entered all mandatory information, including the unique entity identifier and the EFT indicator, if applicable, the Commercial and Government Entity (CAGE) code, as well as data required by the Federal Funding Accountability and Transparency Act of 2006 (see subpart 4.14) into SAM

(2) The offeror has completed the Core, Assertions, and Representations and Certifications, and Points of Contact sections of the registration in SAM;

(3) The Government has validated all mandatory data fields, to include validation of the Taxpayer Identification Number (TIN) with the Internal Revenue Service (IRS). The offeror will be required to provide consent for TIN validation to the Government as a part of the SAM registration process; and

(4) The Government has marked the record "Active".

"Unique entity identifier" means a number or other identifier used to identify a specific commercial, nonprofit, or Government entity. See www.sam.gov for the designated entity for establishing unique entity identifiers.

(b) (1) An Offeror is required to be registered in SAM when submitting an offer or quotation, and shall continue to be registered until time of award, during performance, and through final payment of any contract, basic agreement, basic ordering agreement, or blanket purchasing agreement resulting from this solicitation.

(2) The Offeror shall enter, in the block with its name and address on the cover page of its offer, the annotation "Unique Entity Identifier" followed by the unique entity identifier that identifies the Offeror's name and address exactly as stated in the offer. The Offeror also shall enter its EFT indicator, if applicable. The unique entity identifier will be used by the Contracting Officer to verify that the Offeror is registered in the SAM.

(c) If the Offeror does not have a unique entity identifier, it should contact the entity designated at www.sam.gov for establishment of the unique entity identifier directly to obtain one. The Offeror should be prepared to provide the following information:

(1) Company legal business name.

(2) Tradestyle, doing business, or other name by which your entity is commonly recognized.

(3) Company physical street address, city, state, and Zip Code.

(4) Company mailing address, city, state and Zip Code (if separate from physical).

(5) Company telephone number.

(6) Date the company was started.

(7) Number of employees at your location.

(8) Chief executive officer/key manager.

(9) Line of business (industry).

(10) Company headquarters name and address (reporting relationship within your entity).

(d) Processing time should be taken into consideration when registering. Offerors who are not registered in SAM should consider applying for registration immediately upon receipt of this solicitation. See https://www.sam.gov for information on registration.

E.2 52.204-16 COMMERCIAL AND GOVERNMENT ENTITY CODE REPORTING (JUL 2016)

(a) *Definition.* As used in this provision –

"Commercial and Government Entity (CAGE) code" means–

(1) An identifier assigned to entities located in the United States or its outlying areas by the Defense Logistics Agency (DLA) Commercial and Government Entity (CAGE) Branch to identify a commercial or government entity; or

(2) An identifier assigned by a member of the North Atlantic Treaty Organization (NATO) or by the NATO Support and Procurement Agency (NSPA) to entities located outside the United States and its outlying areas that the DLA Commercial and Government Entity (CAGE) Branch records and maintains in the CAGE master file. This type of code is known as a NATO CAGE (NCAGE) code.

(b) The Offeror shall enter its CAGE code in its offer with its name and address or otherwise include it prominently in its proposal. The CAGE code entered must be for that name and address. Enter "CAGE" before the number. The CAGE code is required prior to award.

(c) CAGE codes may be obtained via–

(1) Registration in the System for Award Management (SAM) at www.sam.gov. If the Offeror is located in the United States or its outlying areas and does not already have a CAGE code assigned, the DLA Commercial and Government Entity (CAGE) Branch will assign a CAGE code as a part of the SAM registration process. SAM registrants located outside the United States and its outlying areas shall obtain a NCAGE code prior to registration in SAM (see paragraph (c)(3) of this provision).

(2) *The DLA Contractor and Government Entity (CAGE) Branch.* If registration in SAM is not required for the subject procurement, and the offeror does not otherwise register in SAM, an offeror located in the United States or its outlying areas may request that a CAGE code be assigned by submitting a request at https://cage.dla.mil.

(3) The appropriate country codification bureau. Entities located outside the United States and its outlying areas may obtain an NCAGE code by contacting the Codification Bureau in the foreign entity's country if that country is a member of NATO or a sponsored nation. NCAGE codes may be obtained from the NSPA at https://eportal.nspa.nato.int/AC135Public/scage/CageList.aspx if the foreign entity's country is not a member of NATO or a sponsored nation. Points of contact for codification bureaus, as well as additional information on obtaining NCAGE codes, are available at http://www.nato.int/structur/AC/135/main/links/contacts.htm.

(d) Additional guidance for establishing and maintaining CAGE codes is available at https://cage.dla.mil.

(e) When a CAGE Code is required for the immediate owner and/or the highest-level owner by 52.204-17 or 52.212-3(p), the Offeror shall obtain the respective CAGE Code from that entity to supply the CAGE Code to the Government.

(f) Do not delay submission of the offer pending receipt of a CAGE code.

E.3 52.204-22 ALTERNATIVE LINE ITEM PROPOSAL (JAN 2017)

(a) The Government recognizes that the line items established in this solicitation may not conform to the Offeror's practices. Failure to correct these issues can result in difficulties in acceptance of deliverables and processing payments. Therefore, the Offeror is invited to propose alternative line items for which bids, proposals, or quotes are requested in this solicitation to ensure that the resulting contract is economically and administratively advantageous to the Government and the Offeror.

(b) The Offeror may submit one or more additional proposals with alternative line items, provided that alternative line items are consistent with subpart 4.10 of the Federal Acquisition Regulation. However, acceptance of an alternative proposal is a unilateral decision made solely at the discretion of the Government. Offers that do not comply with the line items specified in this solicitation may be determined to be nonresponsive or unacceptable.

E.4 52.204-24 REPRESENTATION REGARDING CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT (DEC 2019)

The Offeror shall not complete the representation in this provision if the Offeror has represented that it "does not provide covered telecommunications equipment or services as a part of its offered products or services to the Government in the performance of any contract, subcontract, or other contractual instrument" in the provision at 52.204-26, Covered Telecommunications Equipment or Services-Representation, or in paragraph (v) of the provision at 52.212-3, Offeror Representations and Certifications-Commercial Items.

(a) *Definitions.* As used in this provision—

"Covered telecommunications equipment or services", "critical technology", and "substantial or essential component" have the meanings provided in clause 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.

(b) *Prohibition*. Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. Contractors are not prohibited from providing—

(1) A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(2) Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(c) *Procedures.* The Offeror shall review the list of excluded parties in the System for Award Management (SAM) (https://www.sam.gov) for entities excluded from receiving federal awards for "covered telecommunications equipment or services".

(d) *Representation.* The Offeror represents that it □ will, □ will not provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument resulting from this solicitation.

(e) *Disclosures.* If the Offeror has represented in paragraph (d) of this provision that it "will" provide covered telecommunications equipment or services", the Offeror shall provide the following information as part of the offer—

(1) A description of all covered telecommunications equipment and services offered (include brand; model number, such as original equipment manufacturer (OEM) number, manufacturer part number, or wholesaler number; and item description, as applicable);

(2) Explanation of the proposed use of covered telecommunications equipment and services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b) of this provision;

(3) For services, the entity providing the covered telecommunications services (include entity name, unique entity identifier, and Commercial and Government Entity (CAGE) code, if known); and

(4) For equipment, the entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the OEM or a distributor, if known).

E.5 52.209-7 INFORMATION REGARDING RESPONSIBILITY MATTERS (OCT 2018)

(a) Definitions. As used in this provision—

"Administrative proceeding" means a non-judicial process that is adjudicatory in nature in order to make a determination of fault or liability (e.g., Securities and Exchange Commission Administrative Proceedings, Civilian Board of Contract Appeals Proceedings, and Armed Services Board of Contract Appeals Proceedings). This includes administrative proceedings at the Federal and State level but only in connection with performance of a Federal contract or grant. It does not include agency actions such as contract audits, site visits, corrective plans, or inspection of deliverables.

"Federal contracts and grants with total value greater than $10,000,000" means—

(1) The total value of all current, active contracts and grants, including all priced options; and

(2) The total value of all current, active orders including all priced options under indefinite-delivery, indefinite-quantity, 8(a), or requirements contracts (including task and delivery and multiple-award Schedules).

"Principal" means an officer, director, owner, partner, or a person having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a division or business segment; and similar positions).

(b) The offeror □ has □ does not have current active Federal contracts and grants with total value greater than $10,000,000.

(c) If the offeror checked "has" in paragraph (b) of this provision, the offeror represents, by submission of this offer, that the information it has entered in the Federal Awardee Performance

and Integrity Information System (FAPIIS) is current, accurate, and complete as of the date of submission of this offer with regard to the following information:

(1) Whether the offeror, and/or any of its principals, has or has not, within the last five years, in connection with the award to or performance by the offeror of a Federal contract or grant, been the subject of a proceeding, at the Federal or State level that resulted in any of the following dispositions:

(i) In a criminal proceeding, a conviction.

(ii) In a civil proceeding, a finding of fault and liability that results in the payment of a monetary fine, penalty, reimbursement, restitution, or damages of $5,000 or more.

(iii) In an administrative proceeding, a finding of fault and liability that results in–

(A) The payment of a monetary fine or penalty of $5,000 or more; or

(B) The payment of a reimbursement, restitution, or damages in excess of $100,000.

(iv) In a criminal, civil, or administrative proceeding, a disposition of the matter by consent or compromise with an acknowledgment of fault by the Contractor if the proceeding could have led to any of the outcomes specified in paragraphs (c)(1)(i), (c)(1)(ii), or (c)(1)(iii) of this provision.

(2) If the offeror has been involved in the last five years in any of the occurrences listed in (c)(1) of this provision, whether the offeror has provided the requested information with regard to each occurrence.

(d) The offeror shall post the information in paragraphs (c)(1)(i) through (c)(1)(iv) of this provision in FAPIIS as required through maintaining an active registration in the System for Award Management, which can be accessed viahttps://www.sam.gov (see 52.204-7).

E.6 52.212-3 OFFEROR REPRESENTATIONS AND CERTIFICATIONS-COMMERCIAL ITEMS (MAR 2020)

The Offeror shall complete only paragraph (b) of this provision if the Offeror has completed the annual representations and certification electronically in the System for Award Management (SAM) accessed through https://www.sam.gov. If the Offeror has not completed the annual representations and certifications electronically, the Offeror shall complete only paragraphs (c) through (v)) of this provision.

(a) *Definitions*. As used in this provision—

"Covered telecommunications equipment or services" has the meaning provided in the clause 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.

Economically disadvantaged women-owned small business (EDWOSB) concern means a small business concern that is at least 51 percent directly and unconditionally owned by, and the management and daily business operations of which are controlled by, one or more women who are citizens of the United States and who are economically disadvantaged in accordance with 13 CFR part 127. It automatically qualifies as a women-owned small business eligible under the WOSB Program.

Forced or indentured child labor means all work or service—

(1) Exacted from any person under the age of 18 under the menace of any penalty for its nonperformance and for which the worker does not offer himself voluntarily; or

(2) Performed by any person under the age of 18 pursuant to a contract the enforcement of which can be accomplished by process or penalties.

Highest-level owner means the entity that owns or controls an immediate owner of the offeror, or that owns or controls one or more entities that control an immediate owner of the offeror. No entity owns or exercises control of the highest level owner.

Immediate owner means an entity, other than the offeror, that has direct control of the offeror. Indicators of control include, but are not limited to, one or more of the following: ownership or interlocking management, identity of interests among family members, shared facilities and equipment, and the common use of employees.

Inverted domestic corporation, means a foreign incorporated entity that meets the definition of an inverted domestic corporation under 6 U.S.C. 395(b), applied in accordance with the rules and definitions of 6 U.S.C. 395(c).

Manufactured end product means any end product in product and service codes (PSCs) 1000-9999, except—

(1) PSC 5510, Lumber and Related Basic Wood Materials;
(2) Product or Service Group (PSG) 87, Agricultural Supplies;
(3) PSG 88, Live Animals;
(4) PSG 89, Subsistence;
(5) PSC 9410, Crude Grades of Plant Materials;
(6) PSC 9430, Miscellaneous Crude Animal Products, Inedible;
(7) PSC 9440, Miscellaneous Crude Agricultural and Forestry Products;
(8) PSC 9610, Ores;
(9) PSC 9620, Minerals, Natural and Synthetic; and
(10) PSC 9630, Additive Metal Materials.

Place of manufacture means the place where an end product is assembled out of components, or otherwise made or processed from raw materials into the finished product that is to be provided to the Government. If a product is disassembled and reassembled, the place of reassembly is not the place of manufacture.

Predecessor means an entity that is replaced by a successor and includes any predecessors of the predecessor.

Restricted business operations means business operations in Sudan that include power production activities, mineral extraction activities, oil-related activities, or the production of military equipment, as those terms are defined in the Sudan Accountability and Divestment Act of 2007 (Pub. L. 110-174). Restricted business operations do not include business operations that the person (as that term is defined in Section 2 of the Sudan Accountability and Divestment Act of 2007) conducting the business can demonstrate—

(1) Are conducted under contract directly and exclusively with the regional government of southern Sudan;

(2) Are conducted pursuant to specific authorization from the Office of Foreign Assets Control in the Department of the Treasury, or are expressly exempted under Federal law from the requirement to be conducted under such authorization;

(3) Consist of providing goods or services to marginalized populations of Sudan;

(4) Consist of providing goods or services to an internationally recognized peacekeeping force or humanitarian organization;

(5) Consist of providing goods or services that are used only to promote health or education; or

(6) Have been voluntarily suspended.

Sensitive technology—

(1) Means hardware, software, telecommunications equipment, or any other technology that is to be used specifically—

(i) To restrict the free flow of unbiased information in Iran; or

(ii) To disrupt, monitor, or otherwise restrict speech of the people of Iran; and

(2) Does not include information or informational materials the export of which the President does not have the authority to regulate or prohibit pursuant to section 203(b)(3)of the International Emergency Economic Powers Act (50 U.S.C. 1702(b)(3)).

Service-disabled veteran-owned small business concern—

(1) Means a small business concern—

(i) Not less than 51 percent of which is owned by one or more service-disabled veterans or, in the case of any publicly owned business, not less than 51 percent of the stock of which is owned by one or more service-disabled veterans; and

(ii) The management and daily business operations of which are controlled by one or more service-disabled veterans or, in the case of a service-disabled veteran with permanent and severe disability, the spouse or permanent caregiver of such veteran.

(2) Service-disabled veteran means a veteran, as defined in 38 U.S.C. 101(2), with a disability that is service connected, as defined in 38 U.S.C. 101(16).

Small business concern means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government contracts, and qualified as a small business under the criteria in 13 CFR Part 121 and size standards in this solicitation.

Small disadvantaged business concern, consistent with13 CFR 124.1002, means a small business concern under the size standard applicable to the acquisition, that—

(1) Is at least 51 percent unconditionally and directly owned (as defined at 13 CFR 124.105) by—

(i) One or more socially disadvantaged (as defined at13 CFR 124.103) and economically disadvantaged (as defined at 13 CFR 124.104) individuals who are citizens of the United States; and

(ii) Each individual claiming economic disadvantage has a net worth not exceeding $750,000 after taking into account the applicable exclusions set forth at 13 CFR124.104(c)(2); and

(2) The management and daily business operations of which are controlled (as defined at 13.CFR 124.106) by individuals, who meet the criteria in paragraphs (1)(i) and (ii) of this definition.

Subsidiary means an entity in which more than 50 percent of the entity is owned—

(1) Directly by a parent corporation; or

(2) Through another subsidiary of a parent corporation

Successor means an entity that has replaced a predecessor by acquiring the assets and carrying out the affairs of the predecessor under a new name (often through acquisition or merger). The term "successor" does not include new offices/divisions of the same company or a company that only changes its name. The extent of the responsibility of the successor for the liabilities of the predecessor may vary, depending on State law and specific circumstances.

Veteran-owned small business concern means a small business concern—

(1) Not less than 51 percent of which is owned by one or more veterans (as defined at 38 U.S.C. 101(2)) or, in the case of any publicly owned business, not less than 51 percent of the stock of which is owned by one or more veterans; and

(2) The management and daily business operations of which are controlled by one or more veterans.

Women-owned small business (WOSB) concern eligible under the WOSB Program (in accordance with 13 CFR part 127), means a small business concern that is at least 51 percent directly and unconditionally owned by, and the management and daily business operations of which are controlled by, one or more women who are citizens of the United States.

Women-owned small business concern means a small business concern—

(1) That is at least 51 percent owned by one or more women; or, in the case of any publicly owned business, at least51 percent of the stock of which is owned by one or more women; and

(2) Whose management and daily business operations are controlled by one or more women.

(b) (1) *Annual Representations and Certifications*. Any changes provided by the Offeror in paragraph (b)(2) of this provision do not automatically change the representations and certifications in SAM

(2) The offeror has completed the annual representations and certifications electronically in SAM accessed through http://www.sam.gov. After reviewing SAM information, the Offeror verifies by submission of this offer that the representations and certifications currently posted electronically at FAR 52.212-3, Offeror Representations and Certifications-Commercial Items, have been entered or updated in the last 12 months, are current, accurate, complete, and applicable to this solicitation (including the business size standard(s) applicable to the NAICS code(s) referenced for this solicitation), at the time this offer is submitted and are incorporated in this offer by reference (see FAR 4.1201), except for paragraphs _____.

[*Offeror to identify the applicable paragraphs at (c) through (v) of this provision that the offeror has completed for the purposes of this solicitation only, if any.*

These amended representation(s) and/or certification(s) are also incorporated in this offer and are current, accurate, and complete as of the date of this offer.

Any changes provided by the offeror are applicable to this solicitation only, and do not result in an update to the representations and certifications posted electronically on SAM.]

(c) Offerors must complete the following representations when the resulting contract will be performed in the United States or its outlying areas. Check all that apply.

(1) *Small business concern*. The offeror represents as part of its offer that it □is, □is not a small business concern.

(2) *Veteran-owned small business concern*. [*Complete only if the offeror represented itself as a small business concern in paragraph (c)(1) of this provision*.] The offeror represents as part of its offer that it □is, □is not a veteran-owned small business concern.

(3) *Service-disabled veteran-owned small business concern*. [*Complete only if the offeror represented itself as a veteran-owned small business concern in paragraph (c)(2) of this provision*.] The offeror represents as part of its offer that it □ is, □ is not a service-disabled veteran-owned small business concern.

(4) *Small disadvantaged business concern*. [*Complete only if the offeror represented itself as a small business concern in paragraph (c)(1) of this provision*.] The offeror represents, that it □is, □is not a small disadvantaged business concern as defined in 13 CFR124.1002.

(5) *Women-owned small business concern*. [*Complete only if the offeror represented itself as a small business concern in paragraph (c)(1) of this provision*.] The offeror represents that it □ is, □ is not a women-owned small business concern.

(6) WOSB concern eligible under the WOSB Program. [Complete only if the offeror represented itself as a women-owned small business concern in paragraph (c)(5) of this provision.] The offeror represents that-

(i) It □ is, □ is not a WOSB concern eligible under the WOSB Program, has provided all the required documents to the WOSB Repository, and no change in circumstances or adverse decisions have been issued that affects its eligibility; and

(ii) It □ is, □ is not a joint venture that complies with the requirements of 13 CFR part 127, and the representation in paragraph (c)(6)(i) of this provision is accurate for each WOSB concern eligible under the WOSB Program participating in the joint venture. [The offeror shall enter the name or names of the WOSB concern eligible under the WOSB Program and other small businesses that are participating in the joint venture: _____.] Each WOSB concern eligible under the WOSB Program participating in the joint venture shall submit a separate signed copy of the WOSB representation.

(7) Economically disadvantaged women-owned small business (EDWOSB) concern. [Complete only if the offeror represented itself as a WOSB concern eligible under the WOSB Program in (c)(6) of this provision.] The offeror represents that-

(i) It □ is, □ is not an EDWOSB concern, has provided all the required documents to the WOSB Repository, and no change in circumstances or adverse decisions have been issued that affects its eligibility; and

(ii) It □ is, □ is not a joint venture that complies with the requirements of 13 CFR part 127, and the representation in paragraph (c)(7)(i) of this provision is accurate for each EDWOSB concern participating in the joint venture. [*The offeror shall enter the name or names of the EDWOSB concern and other small businesses that are participating in the joint venture:* _____.] Each EDWOSB concern participating in the joint venture shall submit a separate signed copy of the EDWOSB representation.

Note: Complete paragraphs (c)(8) and (c)(9) only if this solicitation is expected to exceed the simplified acquisition threshold.

(8) *Women-owned business concern (other than small business concern*). [*Complete only if the offeror is a women-owned business concern and did not represent itself as a small business concern in paragraph (c)(1) of this provision*.] The offeror represents that it □ is a women-owned business concern.

(9) *Tie bid priority for labor surplus area concerns*. If this is an invitation for bid, small business offerors may identify the labor surplus areas in which costs to be incurred on account of

manufacturing or production (by offeror or first-tier subcontractors) amount to more than 50 percent of the contract price:_____

(10) *HUBZone small business concern*. [*Complete only if the offeror represented itself as a small business concern in paragraph (c)(1) of this provision*.] The offeror represents, as part of its offer, that–

(i) It □is, □is not a HUBZone small business concern listed, on the date of this representation, on the List of Qualified HUBZone Small Business Concerns maintained by the Small Business Administration, and no material changes in ownership and control, principal office, or HUBZone employee percentage have occurred since it was certified in accordance with 13 CFR Part 126; and

(ii) It □ is, □ is not a HUBZone joint venture that complies with the requirements of 13 CFR Part 126, and the representation in paragraph (c)(10)(i) of this provision is accurate for each HUBZone small business concern participating in the HUBZone joint venture. [The offeror shall enter the names of each of the HUBZone small business concerns participating in the HUBZone joint venture: _____.] Each HUBZone small business concern participating in the HUBZone joint venture shall submit a separate signed copy of the HUBZone representation.

(d) Representations required to implement provisions of Executive Order11246-

(1) Previous contracts and compliance. The offeror represents that-

(i) It □ has, □ has not participated in a previous contract or subcontract subject to the Equal Opportunity clause of this solicitation; and

(ii) It □ has, □ has not filed all required compliance reports.

(2) *Affirmative Action Compliance*. The offeror represents that-

(i) It □ has developed and has on file, □ has not developed and does not have on file, at each establishment, affirmative action programs required by rules and regulations of the Secretary of Labor (41 CFR parts 60-1 and 60-2), or

(ii) It □ has not previously had contracts subject to the written affirmative action programs requirement of the rules and regulations of the Secretary of Labor.

(e) *Certification Regarding Payments to Influence Federal Transactions (31 http://uscode.house.gov/ U.S.C. 1352)*. (Applies only if the contract is expected to exceed $150,000.) By submission of its offer, the offeror certifies to the best of its knowledge and belief that no Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress on his or her behalf in connection with the award of any resultant contract. If any registrants under the Lobbying Disclosure Act of 1995 have made a lobbying contact on behalf of the offeror with respect to this contract, the offeror shall complete and submit, with its offer, OMB Standard Form LLL, Disclosure of Lobbying Activities, to provide the name of the registrants. The offeror need not report regularly employed officers or employees of the offeror to whom payments of reasonable compensation were made.

(f) *Buy American Certificate*. (Applies only if the clause at Federal Acquisition Regulation (FAR) 52.225-1, Buy American-Supplies, is included in this solicitation.)

(1) The offeror certifies that each end product, except those listed in paragraph (f)(2) of this provision, is a domestic end product and that for other than COTS items, the offeror has considered components of unknown origin to have been mined, produced, or manufactured outside the United States. The offeror shall list as foreign end products those end products manufactured in the United States that do not qualify as domestic end products, *i.e.*, an end

product that is not a COTS item and does not meet the component test in paragraph (2) of the definition of "domestic end product." The terms "commercially available off-the-shelf (COTS) item" "component," "domestic end product," "end product," "foreign end product," and "United States" are defined in the clause of this solicitation entitled "Buy American-Supplies."

(2) Foreign End Products:

Line Item No.	Country of Origin
_____	_____
_____	_____
_____	_____

[*List as necessary*]

(3) The Government will evaluate offers in accordance with the policies and procedures of FAR part 25.

(g) (1) *Buy American-Free Trade Agreements-Israeli Trade Act Certificate*. (Applies only if the clause at FAR 52.225-3, Buy American-Free Trade Agreements-Israeli Trade Act, is included in this solicitation.)

(i) The offeror certifies that each end product, except those listed in paragraph (g)(1)(ii) or (g)(1)(iii) of this provision, is a domestic end product and that for other than COTS items, the offeror has considered components of unknown origin to have been mined, produced, or manufactured outside the United States. The terms "Bahrainian, Moroccan, Omani, Panamanian, or Peruvian end product," "commercially available off-the-shelf (COTS) item," "component," "domestic end product," "end product," "foreign end product," "Free Trade Agreement country," "Free Trade Agreement country end product," "Israeli end product," and "United States" are defined in the clause of this solicitation entitled "Buy American-Free Trade Agreements–Israeli Trade Act."

(ii) The offeror certifies that the following supplies are Free Trade Agreement country end products (other than Bahrainian, Moroccan, Omani, Panamanian, or Peruvian end products) or Israeli end products as defined in the clause of this solicitation entitled "Buy American-Free Trade Agreements-Israeli Trade Act":

Free Trade Agreement Country End Products (Other than Bahrainian, Moroccan, Omani, Panamanian, or Peruvian End Products) or Israeli End Products:

Line Item No.	Country of Origin
_____	_____
_____	_____

Line Item No.	Country of Origin
_____	_____

[*List as necessary*]

(iii) The offeror shall list those supplies that are foreign end products (other than those listed in paragraph (g)(1)(ii) of this provision) as defined in the clause of this solicitation entitled "Buy American-Free Trade Agreements-Israeli Trade Act." The offeror shall list as other foreign end products those end products manufactured in the United States that do not qualify as domestic end products, *i.e.*, an end product that is not a COTS item and does not meet the component test in paragraph (2) of the definition of "domestic end product."

Other Foreign End Products:

Line Item No.	Country of Origin
_____	_____
_____	_____
_____	_____

[List as necessary]

(iv) The Government will evaluate offers in accordance with the policies and procedures of FAR part 25.

(2) *Buy American-Free Trade Agreements-Israeli Trade Act Certificate, Alternate I*. If Alternate I to the clause at FAR 52.225-3 is included in this solicitation, substitute the following paragraph (g)(1)(ii) for paragraph (g)(1)(ii) of the basic provision:

(g)(1)(ii) The offeror certifies that the following supplies are Canadian end products as defined in the clause of this solicitation entitled "Buy American-Free Trade Agreements-Israeli Trade Act":

Canadian End Products:

Line Item No.
_____
_____
_____

[*List as necessary*]

(3) *Buy American-Free Trade Agreements-Israeli Trade Act Certificate, Alternate II*. If Alternate II to the clause at FAR 52.225-3 is included in this solicitation, substitute the following paragraph (g)(1)(ii) for paragraph (g)(1)(ii) of the basic provision:

(g)(1)(ii) The offeror certifies that the following supplies are Canadian end products or Israeli end products as defined in the clause of this solicitation entitled "Buy American-Free Trade Agreements-Israeli Trade Act":

Canadian or Israeli End Products:

Line Item No.	Country of Origin
_____	_____
_____	_____
_____	_____

[*List as necessary*]

(4) *Buy American-Free Trade Agreements-Israeli Trade Act Certificate, Alternate III*. If Alternate III to the clause at 52.225-3 is included in this solicitation, substitute the following paragraph (g)(1)(ii) for paragraph (g)(1)(ii) of the basic provision:

(g)(1)(ii) The offeror certifies that the following supplies are Free Trade Agreement country end products (other than Bahrainian, Korean, Moroccan, Omani, Panamanian, or Peruvian end products) or Israeli end products as defined in the clause of this solicitation entitled "Buy American-Free Trade Agreements-Israeli Trade Act":

Free Trade Agreement Country End Products (Other than Bahrainian, Korean, Moroccan, Omani, Panamanian, or Peruvian End Products) or Israeli End Products:

Line Item No.	Country of Origin
_____	_____
_____	_____
_____	_____

[*List as necessary*]

(5) *Trade Agreements Certificate*. (Applies only if the clause at FAR 52.225-5, Trade Agreements, is included in this solicitation.)

(i) The offeror certifies that each end product, except those listed in paragraph (g)(5)(ii) of this provision, is a U.S.-made or designated country end product, as defined in the clause of this solicitation entitled "Trade Agreements."

(ii) The offeror shall list as other end products those end products that are not U.S.-made or designated country end products.

Other End Products:

Line Item No.	Country of Origin
_____	_____
_____	_____
_____	_____

[*List as necessary*]

(iii) The Government will evaluate offers in accordance with the policies and procedures of FAR part 25. For line items covered by the WTO GPA, the Government will evaluate offers of U.S.-made or designated country end products without regard to the restrictions of the Buy American statute. The Government will consider for award only offers of U.S.-made or designated country end products unless the Contracting Officer determines that there are no offers for such products or that the offers for such products are insufficient to fulfill the requirements of the solicitation.

(h) *Certification Regarding Responsibility Matters (Executive Order 12689*). (Applies only if the contract value is expected to exceed the simplified acquisition threshold.) The offeror certifies, to the best of its knowledge and belief, that the offeror and/or any of its principals–

(1) □ Are, □ are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency;

(2) □ Have, □ have not, within a three-year period preceding this offer, been convicted of or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a Federal, state or local government contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, violating Federal criminal tax laws, or receiving stolen property;

(3) □ Are, □ are not presently indicted for, or otherwise criminally or civilly charged by a Government entity with, commission of any of these offenses enumerated in paragraph (h)(2) of this clause; and

(4) □ Have, □ have not, within a three-year period preceding this offer, been notified of any delinquent Federal taxes in an amount that exceeds $3,500 for which the liability remains unsatisfied.

(i) Taxes are considered delinquent if both of the following criteria apply:

(A) *The tax liability is finally determined*. The liability is finally determined if it has been assessed. A liability is not finally determined if there is a pending administrative or judicial challenge. In the case of a judicial challenge to the liability, the liability is not finally determined until all judicial appeal rights have been exhausted.

(B) *The taxpayer is delinquent in making payment*. A taxpayer is delinquent if the taxpayer has failed to pay the tax liability when full payment was due and required. A taxpayer is not delinquent in cases where enforced collection action is precluded.

(ii) *Examples*.

(A) The taxpayer has received a statutory notice of deficiency, under I.R.C. §6212, which entitles the taxpayer to seek Tax Court review of a proposed tax deficiency. This is not a delinquent tax because it is not a final tax liability. Should the taxpayer seek Tax Court review, this will not be a final tax liability until the taxpayer has exercised all judicial appeal rights.

(B) The IRS has filed a notice of Federal tax lien with respect to an assessed tax liability, and the taxpayer has been issued a notice under I.R.C. §6320 entitling the taxpayer to request a hearing with the IRS Office of Appeals contesting the lien filing, and to further appeal to the Tax Court if the IRS determines to sustain the lien filing. In the course of the hearing, the taxpayer is entitled to contest the underlying tax liability because the taxpayer has had no prior opportunity to contest the liability. This is not a delinquent tax because it is not a final tax liability. Should the taxpayer seek tax court review, this will not be a final tax liability until the taxpayer has exercised all judicial appeal rights.

(C) The taxpayer has entered into an installment agreement pursuant to I.R.C. §6159. The taxpayer is making timely payments and is in full compliance with the agreement terms. The taxpayer is not delinquent because the taxpayer is not currently required to make full payment.

(D) The taxpayer has filed for bankruptcy protection. The taxpayer is not delinquent because enforced collection action is stayed under 11 U.S.C. §362 (the Bankruptcy Code).

(i) *Certification Regarding Knowledge of Child Labor for Listed End Products (Executive Order 13126). [The Contracting Officer must list in paragraph (i)(1) any end products being acquired under this solicitation that are included in the List of Products Requiring Contractor Certification as to Forced or Indentured Child Labor, unless excluded at 22.1503(b).]*

(1) *Listed end products.*

Listed End Product	Listed Countries of Origin
_____	_____
_____	_____

(2) *Certification. [If the Contracting Officer has identified end products and countries of origin in paragraph (i)(1) of this provision, then the offeror must certify to either (i)(2)(i) or (i)(2)(ii) by checking the appropriate block.]*

(i) The offeror will not supply any end product listed in paragraph (i)(1) of this provision that was mined, produced, or manufactured in the corresponding country as listed for that product.

(ii) The offeror may supply an end product listed in paragraph (i)(1) of this provision that was mined, produced, or manufactured in the corresponding country as listed for that product. The offeror certifies that it has made a good faith effort to determine whether forced or indentured child labor was used to mine, produce, or manufacture any such end product

furnished under this contract. On the basis of those efforts, the offeror certifies that it is not aware of any such use of child labor.

(j) *Place of manufacture.* (Does not apply unless the solicitation is predominantly for the acquisition of manufactured end products.) For statistical purposes only, the offeror shall indicate whether the place of manufacture of the end products it expects to provide in response to this solicitation is predominantly-

(1) □ In the United States (Check this box if the total anticipated price of offered end products manufactured in the United States exceeds the total anticipated price of offered end products manufactured outside the United States); or

(2) □ Outside the United States.

(k) *Certificates regarding exemptions from the application of the Service Contract Labor Standards* (Certification by the offeror as to its compliance with respect to the contract also constitutes its certification as to compliance by its subcontractor if it subcontracts out the exempt services.) [*The contracting officer is to check a box to indicate if paragraph (k)(1) or (k)(2) applies.*]

(1) Maintenance, calibration, or repair of certain equipment as described in FAR 22.1003-4(c)(1). The offeror □ does □ does not certify that–

(i) The items of equipment to be serviced under this contract are used regularly for other than Governmental purposes and are sold or traded by the offeror (or subcontractor in the case of an exempt subcontract) in substantial quantities to the general public in the course of normal business operations;

(ii) The services will be furnished at prices which are, or are based on, established catalog or market prices (see FAR 22.1003-4(c)(2)(ii)) for the maintenance, calibration, or repair of such equipment; and

(iii) The compensation (wage and fringe benefits) plan for all service employees performing work under the contract will be the same as that used for these employees and equivalent employees servicing the same equipment of commercial customers.

(2) Certain services as described in FAR 22.1003-4(d)(1). The offeror □ does □ does not certify that-

(i) The services under the contract are offered and sold regularly to non-Governmental customers, and are provided by the offeror (or subcontractor in the case of an exempt subcontract) to the general public in substantial quantities in the course of normal business operations;

(ii) The contract services will be furnished at prices that are, or are based on, established catalog or market prices (see FAR 22.1003-4(d)(2)(iii));

(iii) Each service employee who will perform the services under the contract will spend only a small portion of his or her time (a monthly average of less than 20 percent of the available hours on an annualized basis, or less than 20 percent of available hours during the contract period if the contract period is less than a month) servicing the Government contract; and

(iv) The compensation (wage and fringe benefits) plan for all service employees performing work under the contract is the same as that used for these employees and equivalent employees servicing commercial customers.

(3) If paragraph (k)(1) or (k)(2) of this clause applies–

(i) If the offeror does not certify to the conditions in paragraph (k)(1) or (k)(2) and the Contracting Officer did not attach a Service Contract Labor Standards wage determination to the solicitation, the offeror shall notify the Contracting Officer as soon as possible; and

(ii) The Contracting Officer may not make an award to the offeror if the offeror fails to execute the certification in paragraph (k)(1) or (k)(2) of this clause or to contact the Contracting Officer as required in paragraph (k)(3)(i) of this clause.

(l) *Taxpayer Identification Number (TIN) (* 26 U.S.C. 6109, 31 U.S.C. 7701). (Not applicable if the offeror is required to provide this information to the SAM to be eligible for award.)

(1) All offerors must submit the information required in paragraphs (l)(3) through (l)(5) of this provision to comply with debt collection requirements of 31 U.S.C. 7701(c) and 3325(d), reporting requirements of 26 U.S.C. 6041, 6041A, and 6050M, and implementing regulations issued by the Internal Revenue Service (IRS).

(2) The TIN may be used by the Government to collect and report on any delinquent amounts arising out of the offeror's relationship with the Government (31 U.S.C. 7701(c)(3)). If the resulting contract is subject to the payment reporting requirements described in FAR 4.904, the TIN provided hereunder may be matched with IRS records to verify the accuracy of the offeror's TIN.

(3) *Taxpayer Identification Number (TIN)*.

TIN: _____.

TIN has been applied for.

TIN is not required because:

Offeror is a nonresident alien, foreign corporation, or foreign partnership that does not have income effectively connected with the conduct of a trade or business in the United States and does not have an office or place of business or a fiscal paying agent in the United States;

Offeror is an agency or instrumentality of a foreign government;

Offeror is an agency or instrumentality of the Federal Government.

(4) *Type of organization*.

Sole proprietorship;

Partnership;

Corporate entity (not tax-exempt);

Corporate entity (tax-exempt);

Government entity (Federal, State, or local);

Foreign government;

International organization per 26 CFR1.6049-4;

Other _____.

(5) *Common parent*.

Offeror is not owned or controlled by a common parent;

Name and TIN of common parent:

Name _____.

TIN _____.

(m) *Restricted business operations in Sudan*. By submission of its offer, the offeror certifies that the offeror does not conduct any restricted business operations in Sudan.

(n) Prohibition on Contracting with Inverted Domestic Corporations.

(1) Government agencies are not permitted to use appropriated (or otherwise made available) funds for contracts with either an inverted domestic corporation, or a subsidiary of an

inverted domestic corporation, unless the exception at 9.108-2(b) applies or the requirement is waived in accordance with the procedures at 9.108-4.

(2) *Representation*. The Offeror represents that–

(i) It □is, □ is not an inverted domestic corporation; and

(ii) It □is, □is not a subsidiary of an inverted domestic corporation.

(o) Prohibition on contracting with entities engaging in certain activities or transactions relating to Iran.

(1) The offeror shall e-mail questions concerning sensitive technology to the Department of State at CISADA106@state.gov.

(2) *Representation and Certifications*. Unless a waiver is granted or an exception applies as provided in paragraph (o)(3) of this provision, by submission of its offer, the offeror-

(i) Represents, to the best of its knowledge and belief, that the offeror does not export any sensitive technology to the government of Iran or any entities or individuals owned or controlled by, or acting on behalf or at the direction of, the government of Iran;

(ii) Certifies that the offeror, or any person owned or controlled by the offeror, does not engage in any activities for which sanctions may be imposed under section 5 of the Iran Sanctions Act; and

(iii) Certifies that the offeror, and any person owned or controlled by the offeror, does not knowingly engage in any transaction that exceeds $3,500 with Iran's Revolutionary Guard Corps or any of its officials, agents, or affiliates, the property and interests in property of which are blocked pursuant to the International Emergency Economic Powers Act (et seq.) (see OFAC's Specially Designated Nationals and Blocked Persons List at https://www.treasury.gov/resource-center/sanctions/SDN-List/Pages/default.aspx).

(3) The representation and certification requirements of paragraph (o)(2) of this provision do not apply if-

(i) This solicitation includes a trade agreements certification (*e.g.*, 52.212-3(g) or a comparable agency provision); and

(ii) The offeror has certified that all the offered products to be supplied are designated country end products.

(p) *Ownership or Control of Offeror*. (Applies in all solicitations when there is a requirement to be registered in SAM or a requirement to have a unique entity identifier in the solicitation).

(1) The Offeror represents that it □ has or □ does not have an immediate owner. If the Offeror has more than one immediate owner (such as a joint venture), then the Offeror shall respond to paragraph (2) and if applicable, paragraph (3) of this provision for each participant in the joint venture.

(2) If the Offeror indicates "has" in paragraph (p)(1) of this provision, enter the following information:

Immediate owner CAGE code: _____.

Immediate owner legal name: _____.

(Do not use a "doing business as" name)

Is the immediate owner owned or controlled by another entity: □ Yes or □ No.

(3) If the Offeror indicates "yes" in paragraph (p)(2) of this provision, indicating that the immediate owner is owned or controlled by another entity, then enter the following information:

Highest-level owner CAGE code: _____.

Highest-level owner legal name: _____.

(*Do not use a "doing business as" name*)

(q) *Representation by Corporations Regarding Delinquent Tax Liability or a Felony Conviction under any Federal Law.*

(1) As required by sections 744 and 745 of Division E of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235), and similar provisions, if contained in subsequent appropriations acts, The Government will not enter into a contract with any corporation that–

(i) Has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, where the awarding agency is aware of the unpaid tax liability, unless an agency has considered suspension or debarment of the corporation and made a determination that suspension or debarment is not necessary to protect the interests of the Government; or

(ii) Was convicted of a felony criminal violation under any Federal law within the preceding 24 months, where the awarding agency is aware of the conviction, unless an agency has considered suspension or debarment of the corporation and made a determination that this action is not necessary to protect the interests of the Government.

(2) The Offeror represents that–

(i) It is □ is not □ a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and

(ii) It is □ is not □a corporation that was convicted of a felony criminal violation under a Federal law within the preceding 24 months.

(r) *Predecessor of Offeror.* (Applies in all solicitations that include the provision at 52.204-16, Commercial and Government Entity Code Reporting.)

(1) The Offeror represents that it □ is or □ is not a successor to a predecessor that held a Federal contract or grant within the last three years.

(2) If the Offeror has indicated "is" in paragraph (r)(1) of this provision, enter the following information for all predecessors that held a Federal contract or grant within the last three years (if more than one predecessor, list in reverse chronological order):

Predecessor CAGE code: (or mark "Unknown").

Predecessor legal name:_.

(*Do not use a "doing business as" name*).

(s) [Reserved].

(t) *Public Disclosure of Greenhouse Gas Emissions and Reduction Goals*. Applies in all solicitations that require offerors to register in SAM (12.301(d)(1)).

(1) This representation shall be completed if the Offeror received $7.5 million or more in contract awards in the prior Federal fiscal year. The representation is optional if the Offeror received less than $7.5 million in Federal contract awards in the prior Federal fiscal year.

(2) Representation. [Offeror to check applicable block(s) in paragraph (t)(2)(i) and (ii)].

(i) The Offeror (itself or through its immediate owner or highest-level owner) □ does, □ does not publicly disclose greenhouse gas emissions, i.e., makes available on a publicly accessible website the results of a greenhouse gas inventory, performed in accordance with an accounting standard with publicly available and consistently applied criteria, such as the Greenhouse Gas Protocol Corporate Standard.

(ii) The Offeror (itself or through its immediate owner or highest-level owner) □does, □does not publicly disclose a quantitative greenhouse gas emissions reduction goal, i.e., make available on a publicly accessible website a target to reduce absolute emissions or emissions intensity by a specific quantity or percentage.

(iii) A publicly accessible website includes the Offeror's own website or a recognized, third-party greenhouse gas emissions reporting program.

(3) If the Offeror checked "does" in paragraphs (t)(2)(i) or (t)(2)(ii) of this provision, respectively, the Offeror shall provide the publicly accessible website(s) where greenhouse gas emissions and/or reduction goals are reported:_____.

(u) (1) In accordance with section 743 of Division E, Title VII, of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235) and its successor provisions in subsequent appropriations acts (and as extended in continuing resolutions), Government agencies are not permitted to use appropriated (or otherwise made available) funds for contracts with an entity that requires employees or subcontractors of such entity seeking to report waste, fraud, or abuse to sign internal confidentiality agreements or statements prohibiting or otherwise restricting such employees or subcontractors from lawfully reporting such waste, fraud, or abuse to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information.

(2) The prohibition in paragraph (u)(1) of this provision does not contravene requirements applicable to Standard Form 312 (Classified Information Nondisclosure Agreement), Form 4414 (Sensitive Compartmented Information Nondisclosure Agreement), or any other form issued by a Federal department or agency governing the nondisclosure of classified information.

(3) *Representation*. By submission of its offer, the Offeror represents that it will not require its employees or subcontractors to sign or comply with internal confidentiality agreements or statements prohibiting or otherwise restricting such employees or subcontractors from lawfully reporting waste, fraud, or abuse related to the performance of a Government contract to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information (*e.g.*, agency Office of the Inspector General).

(v) *Covered Telecommunications Equipment or Services-Representation.* Section 889(a)(1)(A) of Public Law 115-232.

(1) The Offeror shall review the list of excluded parties in the System for Award Management (SAM) (https://www.sam.gov) for entities excluded from receiving federal awards for "covered telecommunications equipment or services".

(2) The Offeror represents that it □ does, □ does not provide covered telecommunications equipment or services as a part of its offered products or services to the Government in the performance of any contract, subcontract, or other contractual instrument.

E.7 52.215-6 PLACE OF PERFORMANCE (OCT 1997)

(a) The offeror or respondent, in the performance of any contract resulting from this solicitation, ☐ intends, ☐ does not intend [check applicable box] to use one or more plants or facilities located at a different address from the address of the offeror or respondent as indicated in this proposal or response to request for information.

(b) If the offeror or respondent checks "intends" in paragraph (a) of this provision, it shall insert in the following spaces the required information:

PLACE OF PERFORMANCE (Street Address, City, State, County, Zip Code)	NAME AND ADDRESS OF OWNER AND OPERATOR OF THE PLANT OR FACILITY IF OTHER THAN OFFEROR OR RESPONDENT

E.8 52.216-1 TYPE OF CONTRACT (APR 1984)

The Government contemplates awarding multiple Indefinite Delivery/Indefinite Quantity, Fixed Price contracts for vehicles as a result of this Solicitation.

E.9 52.233-2 SERVICE OF PROTEST (SEPT 2006)

(a) Protests, as defined in section 33.101 of the Federal Acquisition Regulation, that are filed directly with an agency, and copies of any protests that are filed with the Government Accountability Office (GAO), shall be served on the Contracting Officer (addressed as follows) by obtaining written and dated acknowledgment of receipt from:

Craig D. Yokum
GSA Contracting Officer
GSA / FAS /QMAAA
1800 F St, NW Hub 3200
Washington, DC 20405

(b) The copy of any protest shall be received in the office designated above within one day of filing a protest with the GAO.

E.10 52.252-1 SOLICITATION PROVISIONS INCORPORATED BY REFERENCE (FEB 1998)

This solicitation incorporates one or more solicitation provisions by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. The offeror is cautioned that the listed provisions may include blocks that must be completed by the offeror and submitted with its quotation or offer. In lieu of submitting the full text of those provisions, the offeror may identify the provision by paragraph identifier and provide the appropriate information with its quotation or offer. Also, the full text of a solicitation provision may be accessed electronically at this/these address(es):

For contract provisions which are contained in the Federal Acquisition Regulation (FAR) the address is http://acquisition.gov/far.

☒ 52.203-18 Prohibition on Contracting with Entities that Require Certain Internal Confidentiality Agreements or Statements-Representation (Jan 2017)
☒ 52.211-6 Brand Name or Equal (Aug 1999)
☒ 52.214-34 Submission of Offers In The English Language (Apr 1991)
☒ 52.214-35 Submission of Offers in U.S. Currency (Apr 1991)
☒ 52.216-27 Single Or Multiple Awards (Oct 1995)
☒ 52.219-1 Small Business Program Representations (Mar 2020)
☒ 52.222-24 Pre-award On-Site Equal Opportunity Compliance Review (Feb 1999)
☒ 52.225-6 Trade Agreements Certificate (May 2014)
☒ 52.232-38 Submission of Electronic Funds Transfer Information With Offer (May 1999)

E.11 E-FSS-514 PRODUCTION AND INSPECTION POINT(S) (JUN 1990)

(a) Production Point. Offeror shall insert, in the appropriate spaces provided below, the names of the manufacturers of the items offered and the address and telephone number of the facility(ies) at which the items will be manufactured or produced.
(b) Source Inspection Point. Offeror shall indicate, in the spaces provided below, the location(s) at which the supplies will be inspected or made available for inspection. If the addresses of the respective production and inspection points are identical, the offeror should insert "same" in the inspection point column.

SPECIAL ITEM NO(S).	PRODUCTION POINT NAME OF MANUFACTURE	INSPECTION POINT NAME, ADDRESS (Including County), and TELEPHONE NUMBER	(If other than Production Point)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

NOTE: If additional space is needed, the offeror may furnish the requested information by an attachment to the offer.

E.12 QMAA-525 FIRST PRODUCTION VEHICLE (AUG 2019)

** The GSA Contracting Officer may waive this requirement at their discretion.**

As directed by the contracting officer and/or Contracting Officer Representative (COR), Government representatives shall inspect the first production vehicle (FPVI) at the inspection point designated in the contract. The inspection shall be performed to determine vehicle conformity with the contract specifications.

The specific requirements for the FPVI are contained in the Federal Standard or Federal Specification applicable to the schedule line item number being examined.

SECTION F – INSTRUCTIONS TO OFFERORS

F.1 ADDENDUM TO 52.212-1 - INSTRUCTIONS TO OFFERORS—COMMERCIAL ITEMS

Offerors completing *AutoBid* data entry are instructed to consider all items listed under Minimum Requirements as items that MUST be included as standard on vehicles provided as part of any offer, regardless of whether or not GSA has entered specific data for the item. Any deviations to the minimum requirement items or data provided in *AutoBid* must be reflected on the offeror's Technical Exceptions Worksheet.

Please note that in cases where data entered in the Schedule of Items (Attachment A) differs from data reflected in *AutoBid*, the Schedule of Items governs the Government's minimum requirements.

Offerors are instructed to complete the following fields in *AutoBid*:

- Unit price
- Miles per gallon (MPG), where applicable
- Carbon Dioxide Grams Per Mile (GPM), where applicable
- Net invoice price (where applicable)
- Net Manufacturer's Suggested Retail Price (MSRP) (where applicable)
- Assembly point (for chassis)
- Destination charge included in offered price
- Optional equipment additional shipment days (if required)
- Optional equipment pricing
- Optional equipment vendor data (where a tab is provided)
- Any additional fill-ins (clarifications, optional equipment conflicts, etc.)
- Custom paint colors (CPT) must be cited on the clarifications tab
- Only no cost colors shall display in the dropdown list of available colors; these colors must be described using the OEM color name
- Any other fields as required

Additional *AutoBid* instructions:

- Identify procedures for shipping Parts and Service Manuals to customers on the Clarifications tab, if not shipped at the same time of vehicle shipment.

1. IMPORTANT NOTICES

(a) To assist offerors in preparation of their offers, this solicitation provides Proposal Preparation Instructions (Item 3 below) and a Proposal Checklist (see Attachment B).

(b) Offerors shall submit questions on the solicitation via email to craig.yokum@gsa.gov; brandon.posey@gsa.gov; and ontheroad@gsa.gov no later than **June 12, 2020, 2:00 pm EDT**. Responses to all questions received by this date and time will be posted on the

Contract Opportunities website at beta.SAM.gov, the single government point-of-entry for Federal government procurement opportunities.

(c) The Federal Acquisition Regulation (FAR) is frequently referenced in this solicitation; it can be accessed on the Internet at https://www.acquisition.gov/far/index.html.

(d) Most Clauses found within the solicitation or incorporated by reference set forth by the General Services Administration Manual (GSAM) can be accessed on the Internet at https://www.acquisition.gov/gsam/gsam.html.

(e) All interested parties are encouraged to register to receive notifications from beta.SAM.gov of changes to this solicitation as information will only be posted electronically there.

(f) The Government reserves the right to evaluate offers and award a contract without discussion. Therefore, the initial offer should contain the offeror's best terms from both a price and technical standpoint.

(g) The Government requirements dictate that **CURRENT MODEL YEAR BUSES (2020)** shall be furnished under any contract(s) awarded as a result of this solicitation.

(h) Final award base models and optional equipment items prices will remain in effect and unchanged during the entire base contract period. Price changes for exercised option periods shall be in accordance to 52.212-4(c).

(i) Offerors' pricing shall remain firm for up to 120 calendar days after submittal; awards are anticipated to be August 1, 2020.

(j) Awards may be made to an offeror on up to two offered representative makes and models for each bus Special Item Number (SIN) - line item identified in the solicitation schedule of items. The successful offeror, for each representative make and model for a given Item, will be the lowest price technically acceptable (LPTA), responsive, and responsible offeror. Where more than one offer is received for a representative model for which there is only one manufacturer, only one award will be made to the lowest price, technically acceptable, responsive and responsible offeror. Failure to submit an offer on a line item and/or mandatory requirement of options will result in the offer being considered non-responsive for each representative line item.

2. DUE DATE FOR PROPOSALS

ONE (1) ELECTRONIC OFFER SHALL BE SUBMITTED AT THE FOLLOWING EMAIL ADDRESSES NO LATER THAN **FRIDAY, JUNE 26, 2020, 12:00 PM EDT**:

craig.yokum@gsa.gov; brandon.posey@gsa.gov; and ontheroad@gsa.gov

Dropbox or other similar submission methods may not be used

Pricing must also be submitted via *AUTOBID* no later than THURSDAY, JUNE 25, 2020, 12:00 PM EDT

3. PROPOSAL PREPARATION INSTRUCTIONS

(a) Read the entire solicitation document prior to preparation of your offer. This solicitation contains a Proposal Checklist, Attachment B, outlining the elements required for an offer to be considered complete. An Offeror Response Form for Proposal Administrative Matters is provided as Attachment C. Incomplete offers may be rejected without further consideration.

(b) All offers shall be compiled as **one original offer and submitted electronically.** Offerors are notified that the file size of each individual email constituting their proposal must not exceed 25MB. All Volumes must be received by the due date/time specified in the RFP or the proposal as a whole may be considered late. Offerors should retain a copy for their reference. Proposal documents should not be submitted individually. The file size limitation for electronic submissions is 25MB (megabytes) per email.

(c) The offeror is required to provide a (digitally) signed copy of the completed SF1449 [Blocks 17a and 30a, 30b, and 30c] with the solicitation package.

(d) The offeror is advised that the Federal Standard and the offeror's technica, and price proposals, if accepted by the Government, will form binding parts of the contract that results from this solicitation. Therefore, the offeror must take care to properly address the requirements set forth in this Request for Proposal (RFP).

(e) These instructions set forth requirements for preparation and submission of proposals and to establish format and specific content of each offer. This is to assure completeness and suitableness for both evaluation purposes and the cohesiveness of the resulting contract. Be sure that the proposal explains how your firm will fully satisfy all of the performance requirements of the intended contract.

(f) To aid in evaluation of proposals, each proposal shall be clearly and concisely presented through electronic files using Word, Excel, Adobe Acrobat current versions (as paper, telephonic, or telegraphic offers will not be accepted). Include all information required by this solicitation, with pages numbered and logically assembled. Each proposal shall identify the name of the contractor, date of submission, solicitation number, and other details as may be required.

(g) Exceptions must be clearly identified in Columns A-F of the Technical Exceptions Worksheet (Attachment D).

(h) All manufacturers' warranty information on the chassis, body, components, systems, parts, hardware, etc. shall be furnished to the Government along with the proposals.

(i) All proposals submitted in response to this solicitation must be arranged and clearly marked: Volume 1 – Administrative Requirements; Volume 2 – Technical Proposal; Volume 3 – Price

Proposal. **Each proposal should be submitted with a separate .zip file for each Volume labeled precisely as:**

1) "Volume 1 – Administrative Requirements – *insert Offeror Name*"
"Tab A – SF1449 – *insert Offeror Name"*
"Tab B – Proposal Checklist – *insert Offeror Name"*
"Tab C – Financials – *insert Offeror Name"*
"Tab D – Vendor Response Document – *insert Offeror Name"*
"Tab E – VETS-4212 – *insert Offeror Name"*
"Tab F – Letter(s) of Supply – *insert Offeror Name"*
"Tab G – Small Business Subcontracting Plan – *insert Offeror Name"*
"Tab H – Past Performance – *insert Offeror Name"*
"Tab I – SAM Information – *insert Offeror Name"*

2) "Volume 2 – Technical Proposal – *insert Offeror Name*"
"Factor 1, Tab A – Technical Approach – *insert Offeror Name"*
"Factor 1, Tab B – Exceptions to Fed Stds – *insert Offeror Name"*
"Factor 2, Tab A – Management Approach – *insert Offeror Name"*

3) "Volume 3 – Price Proposal – *insert Offeror Name*"
"Factor 3, Tab A – *AutoBid* Printout – *insert Offeror Name"*

Please note the offeror is responsible for the validity of all information submitted. The Government reserves its rights to remedy any conditions that may arise as the result of inaccurate information. The pricing information submitted in *AutoBid* supersedes any discrepancy with the file submitted as Volume 3, should any arise.

4. SUBMISSION CONTENT AND FORMAT OF PROPOSALS

a. **ADMINISTRATIVE REQUIREMENTS (Volume 1) -** Failure of an offeror to address any item listed may make the proposal unacceptable and may result in its not being considered for award.
Do not join these separate items as one .pdf file.

- SF1449 – Attachment A (Tab A)

Submit a completed and signed Standard Form 1449, as well as any attachments as may be applicable to the offer under Item 1.

- PROPOSAL CHECKLIST – Attachment B (Tab B)

- FINANCIAL DATA (Tab C)

The offeror must submit information to demonstrate its financial resources in accordance with FAR Part 9-104-1. The offeror shall include a copy of its audited annual report, an audited consolidated financial statement, or such other information which demonstrates the offeror's financial stability for the most recent past three (3) years. Clearly identify current assets, current accounts receivables, and current liabilities in each supporting document submitted for each of

the three (3) years submitted. The Government may utilize other means to determine financial capability that may require additional financial information be submitted.

- OFFEROR RESPONSE FORM (Tab D)

Administrative Information requested per the Proposal Checklist (Attachment B) and contained in the Offeror Response Form to Proposal Checklist Administrative Items (Attachment C) shall be completed and submitted under Item 3.

- VETS-4212 REPORT (Tab E)

The U.S. Department of Labor (DOL), Veterans' Employment and Training Service (VETS) annually collects and compiles the Federal Contractor Veterans' Employment Report (VETS-4212) from Federal contractors and subcontractors who receive Federal contracts of $150,000 or more (https://www.dol.gov/vets/vets4212.htm). This VETS-4212 Report is due annually, on September 30. Offeror must complete an online submission of the VETS-4212 report through the following website: https://vets4212.dol.gov/vets4212. Offeror must submit proof of completion of a VETS-4212 report (2019 filing).

- LETTER(S) OF SUPPLY (Tab F)

If other than an original equipment manufacturer (OEM), the offeror must submit along with its proposal, either (1) a letter of commitment from each relevant OEM which will assure the offeror of a source of supply sufficient to satisfy the Government requirement for the contract period or (2) evidence that the offeror will have an uninterrupted source of supply from which to satisfy the Government requirement for the contract period.

- SMALL BUSINESS SUBCONTRACTING PLAN (Tab G)

[For Large Businesses Only] The offeror must submit a completed Small Business Subcontracting Plan, Attachment G.

- PAST PERFORMANCE (Tab H) (Maximum of 5 Pages)

The offeror must demonstrate it has acceptable past performance history in providing products of the same or similar scope, size, and complexity as those solicited for under 47QMCA20R0002. The offeror must demonstrate experience in managing projects and contracts of same or similar nature.

Offerors must submit a narrative description describing their past performance in providing similar products over the past three (3) years. Describe a minimum of three (3) and not more than five (5) projects for different clients, similar in size and complexity to the effort contemplated herein and in sufficient detail for the Government to perform an evaluation of the offeror's past performance. At a minimum, the offeror must provide the following information:

Project/Contract Name

Project Description (Include quantities provided)
Dollar Amount of Project
Length of Project or Period of Performance
Point of Contact and Telephone Number

Projects must include a summary, a detailed description of the work performed, proposed and actual milestones, deliverables, explanations for any delays, methodologies, tools and/or processes used in work performance, and problems encountered and corrective actions taken.

NOTE: The Government reserves the right to contact customer references and to use any information discovered in the process of evaluating the offer. In order for the offeror to achieve a "satisfactory" rating, the work described in the projects must demonstrate the successful completion of work which was of a similar or greater complexity to the work described in the specifications and proposed to be accomplished by the offeror. If there is no prior commercial experience, past performance shall be rated neutral for the offeror.

Current or past GSA Automotive contractors - GSA's Automotive Performance Policy established on-time shipment at or above 95% as the benchmark of successful performance for all existing contractors. The failure of an established contractor to meet the established 95% on time shipment benchmark for two consecutive contract periods may mean the contractor will be deemed to have an unsuccessful performance record. The Government may not consider unsuccessful contractors in the exercising of an available option or in the award of a new contract.

If CPARS assessment reports exist for the offeror, such records must not include any ratings identifying the reviewing official "(definitely/probably) would not award to the Contractor again given the choice."

New contractor to GSA Automotive – An offeror without a past performance record with GSA Automotive shall not be evaluated favorably or unfavorably under the 95% on-time shipment benchmark. Instead, GSA shall evaluate past performance under prior commercial contracts to determine compliance with satisfactory performance. If there is no prior commercial experience, past performance shall be rated neutral for the offeror.

Note: The on-time shipment benchmark for contracts resulting from this solicitation will be 95% for evaluation in future acquisitions.

- SAM INFORMATION (Tab I)

Offeror must complete the entity registration information as well as the offeror representations and certifications in the System for Award Management (SAM) portal (https://www.sam.gov/SAM/). This portal incorporates the legacy Central Contractor Registration (CCR) and Online Representations & Certifications Application (ORCA). Offeror must submit proof of registration in SAM.

b. TECHNICAL PROPOSAL (Volume 2)

The offeror shall prepare and compile the information listed under each factor listed below and clearly label the response to each factor.

FACTOR 1 – TECHNICAL CAPABILITY (Maximum of 25 Pages)

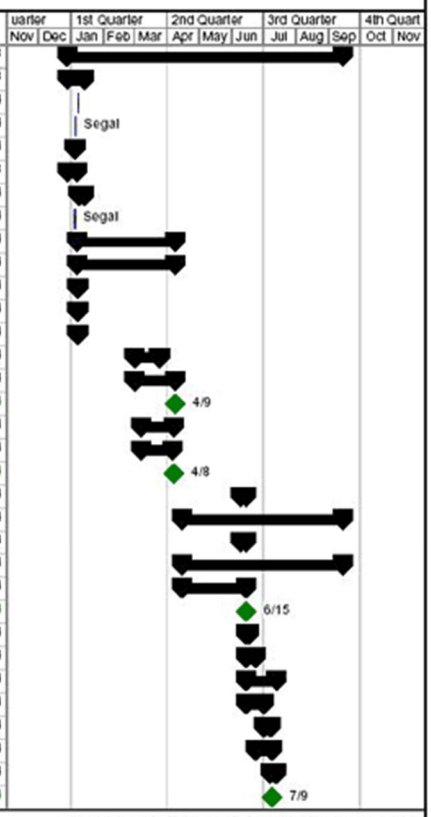
- Technical Approach (Tab A)

Technical Approach is the primary determining factor of an offeror's ability to perform. Offerors must describe how they meet (or plan to meet) the specifications, process orders, produce, ship, and deliver the vehicles in accordance with standard dealer delivery. As part of this Factor, the offeror must provide a projected Project Plan showing significant actions/events in the build process for each time of shipment identified in this solicitation. Significant steps to be identified in the Project Plan shall include at the minimum: date of completion of proposed build order; order placement with all significant subcontractors (cab and chassis, body, etc. Non-OEM offerors must identify order placement with suppliers); delivery date of subcontracted items; planned production completion; and planned inspection and shipment timeline. The time of shipment specified for each representative line item must be supported by the Project Plan.

The Project Plan should be substantially similar to the following *(provided as a visual reference only; required elements differ as outlined above):*

Client Name
Vendor Selection
Project Plan

ID		Task Name	Duration	Start
1	✓	Technology Acquisition	181 days?	Mon 12/29/03
2	✓	Phase 0 - Project Prep	12 days?	Mon 12/29/03
3	✓	Open Project and assign staff	1 hr	Thu 1/8/04
4	✓	Arrange Travel (if necessary)	0.5 hrs	Tue 1/6/04
5	✓	Client & Project Background	0.25 days	Mon 1/5/04
9	✓	Kick-off Meeting Agenda & Logistics	7 days?	Mon 12/29/03
19	✓	Project Plan	3 days	Fri 1/9/04
22	✓	Assemble Interview Outlines	2 hrs	Mon 1/5/04
23	✓	Phase I - Discovery	64 days?	Wed 1/7/04
24	✓	Data Gathering	64 days?	Wed 1/7/04
25	✓	Organizational Review	1 day?	Wed 1/7/04
29	✓	Strategic Orientation	1 day?	Wed 1/7/04
34	✓	Cost Analysis - Baseline Determination	1 day?	Wed 1/7/04
37	✓	Interviews - Requirements Gathering	17.13 days	Tue 3/2/04
55	✓	Process Review	28 days	Tue 3/2/04
63	✓	Discovery Completed	0 days	Fri 4/9/04
64	✓	Phase II - Current & Future State Assessment	23 days	Mon 3/8/04
65	✓	Interview Write-Ups	22 days	Mon 3/8/04
71	✓	Decision to Proceed with Vendor/Technology Selection	0 days	Thu 4/8/04
72	✓	Phase IIb - Current & Future State Assessment	3.25 days	Thu 6/10/04
80	✓	Phase III - Vendor/Technology/Service Selection	105 days	Fri 4/16/04
81	✓	Reduction	3.88 days	Thu 6/10/04
88	✓	RFP - Issuance & Response Management	105 days	Fri 4/16/04
89	✓	Create / Tailor RFP Details	41.5 days	Fri 4/16/04
98	✓	RFP Issued	0 days	Tue 6/15/04
99	✓	Process RFP Requirements	3.25 days	Tue 6/15/04
102	✓	Establish Evaluation Guidelines	6.75 days	Tue 6/15/04
105	✓	RFP Responses	19.88 days	Tue 6/15/04
106	✓	Collect	13 days	Tue 6/15/04
110	✓	Distribute	3 days	Fri 7/2/04
112	✓	Evaluate	10.5 days	Thu 6/24/04
116	✓	Summarize	3.15 days	Thu 7/8/04
119	✓	RFP Analysis Completed	0 days	Fri 7/9/04



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- Exceptions to Federal Vehicle Standard 833P (Tab B)

DOES NOT COUNT TOWARDS THE PAGE LIMITATIONS – The offeror shall submit a statement indicating that no exceptions are taken to the Government's stated technical requirements. If exceptions are necessary, any and all exceptions to the technical specifications must be identified using Attachment D (Technical Exceptions Spreadsheet), and shall be included in this item. Any and all exceptions expressed or implied in the offeror's proposal is not acceptable unless it is specifically and explicitly addressed and accepted by the Government.

FACTOR 2 – MANAGEMENT CAPABILITIES (Maximum of 15 Pages)

- Management Approach (Tab A)

The offeror must describe its management approach in narrative format. At a minimum, the offeror must describe the quality assurance procedures to be employed for this effort and describe what oversight will be provided as it pertains to order processing (to include regular status reporting), production and delivery of vehicles on a CONUS and OCONUS scale as called for by the solicitation (to include delivery methods and timetables for certificates of origin and other documentation relating to vehicles), warranty administration, and management of suppliers and dealers. This information must outline the protocol for customers to report warranty issues, to include vendor contact information, and warranty resolution procedures, including payment by vendors for warranty resolution issues.

c. PRICE PROPOSAL (Volume 3)

The offeror must electronically submit all proposed pricing, using whole dollars, in *AUTOBID* as FOB Destination. Pricing must be clearly stated for the respective contract line items. Pricing assumptions, if any, should be clearly articulated in this volume. Proposed pricing must include all applicable Federal, State, and local taxes and duties per FAR 52.229-3**, *inclusive of Federal Excise taxes for applicable contract line items.* Offerors may propose on one or more special item numbers (SINs) solicited herein, and up to two models per SIN. If a firm submits more than two models per SIN, GSA will only evaluate the two lowest priced model submissions.**

- Electronic Printout of *AutoBid* Data (Tab A)

F.2 A-FSS-12-A PERIOD FOR ACCEPTANCE OF OFFERS (MAR 1996)

Paragraph (c) of the provision 52.212-1, Instructions to Offerors—Commercial Items, is revised to read as follows: The offeror agrees to hold the prices in its offer firm for 120 calendar days from the date specified for receipt of offers within which offer may be accepted.

F.3 L-FSS-490 UNSOLICITED SAMPLES, DESCRIPTIVE LITERATURE, OR BRAND NAME REFERENCES (APR 1984)

When procurement is effected under specifications or purchase descriptions (other than "brand name or equal") and the Government does not specifically request bid samples, descriptive literature, or references to brand names, models, or part numbers as an integral part of the bid, and the bid is accompanied by any of those materials, the materials will be disregarded, unless it is clear from the bid or accompanying papers that it was the bidders' intention to qualify the bid.

F.4 L-FSS-59 AWARD (APR 1984)

Until a formal notice of award is issued, no communication by the Government, whether written or oral, shall be interpreted as a promise that an award will be made.

F.5 TELECOPIER OR FACSIMILE SUBMISSIONS, MODIFICATIONS, OR WITHDRAWALS OF PROPOSALS

Telecopier or facsimile proposals, or such modifications or withdrawals of proposals, are not authorized.

F.6 F-FSS-200-B DELIVERY--F.O.B. DESTINATION (MAY 1991)

Prices offered must cover delivery F.O.B. Destination (FAR 52.247-34) to the delivery address listed in the solicitation (Consignee specified on the Motor Vehicle Delivery Order).

F.7 F-FSS-285 WAIVER OF DELIVERY SCHEDULE (APR 1984)

(a) None of the following shall be regarded as an extension, waiver, or abandonment of the delivery schedule or a waiver of the Government's right to terminate for default: (i) delay by the Government in terminating for default; (ii) acceptance of delinquent deliveries; and (iii) acceptance or approval of samples submitted either after default in delivery or in insufficient time for the Contractor to meet the delivery schedule.

(b) Any assistance rendered to the Contractor on this contract or acceptance by the Government of delinquent goods or services hereunder, will be solely for the purpose of mitigating damages, and is not to be construed as an intention on the part of the Government to condone any delinquency, or as a waiver of any rights the Government may have under subject contract.

F.8 F-FSS-290 DELIVERY HOURS (APR 1984)

Where prices are quoted and accepted on a destination basis, delivery shall be performed between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday, holidays excluded.

SECTION G – EVALUATION

G.1 METHOD OF AWARD

Awards may be made to up to two representative OEM makes and models (e.g., Champion, Glaval, Starcraft models, etc.) to an offeror for each bus Special Item Number (SIN) identified in the solicitation schedule of items. Offerors may propose on one or more SINs solicited herein, and **up to two models per SIN**. **If a firm submits more than two models per SIN, GSA will only evaluate the two lowest priced model submissions.** The successful offeror, for each representative make and model for a given SIN, will be the lowest price technically acceptable (LPTA), responsive, and responsible offeror. Where more than one offer is received for a representative model for which there is only one manufacturer, only one award will be made to the LPTA, responsive and responsible offeror. Failure to submit an offer on a line item and/or mandatory minimum requirements will result in the offer being considered non-responsive for each representative line item.

Proposed prices for optional equipment items will be evaluated for reasonableness separately from the evaluation of the proposed base model pricing. Offerors are cautioned to ensure that clarifications are provided and conflicts/collisions of optional equipment items are established specifying "Package" (vis-à-vis "Standard" or "Stand Alone") for those optional equipment items within *AutoBid*. Any and all deviations to the Government technical requirement and terms and conditions must be identified on the technical exceptions spreadsheet. Any and all deviations expressed or implied either in a narrative or in any material submitted with the offer is not acceptable unless it is specifically addressed on the technical exceptions spreadsheet and accepted by the Government.

The offeror will be advised of unacceptable deviations and provided an opportunity to conform with the Government's minimum technical requirements. Any offeror who fails to revise its offer to conform to the Government's minimum technical requirements, within the time frame established for compliance, will be determined non-responsive and no further consideration will be given to the offer.

G.2 52.217-3 EVALUATION EXCLUSIVE OF OPTIONS (APR 1984)

The Government will evaluate offers for award purposes by including only the price for the basic requirement; i.e., options will not be included in the evaluation for award purposes.

G.3 552.217-71 NOTICE REGARDING OPTION(S) (NOV 1992)

The General Services Administration (GSA) has included an option to extend the term of this contract in order to demonstrate the value it places on quality performance by providing a mechanism for continuing a contractual relationship with a successful Offeror that performs at a level which meets or exceeds GSA's quality performance expectations as communicated to the

Contractor, in writing, by the Contracting Officer or designated representative. When deciding whether to exercise the option, the Contracting Officer will consider the quality of the Contractor's past performance under this contract in accordance with 48 CFR 517.207.

G.4 EVALUATION

In evaluating offerors' proposals, the Government will consider:

Proposals will be evaluated and a contract awarded under a Lowest Price, Technically Acceptable (LPTA) approach to the proposals meeting or exceeding the acceptability standards for non-cost factors, determined to have a fair and reasonable price, and are otherwise determined responsible and eligible for award, per FAR 15.101-2, Lowest price technically acceptable source selection process:

(1) The evaluation factors and significant subfactors that establish the requirements of acceptability shall be set forth in the solicitation. Solicitations shall specify that award will be made on the basis of the lowest evaluated price of proposals meeting or exceeding the acceptability standards for non-cost factors. If the contracting officer documents the file pursuant to 15.304(c)(3)(iii), past performance need not be an evaluation factor in lowest price technically acceptable source selections. If the contracting officer elects to consider past performance as an evaluation factor, it shall be evaluated in accordance with 15.305. However, the comparative assessment in 15.305(a)(2)(i) does not apply. If the contracting officer determines that a small business' past performance is not acceptable, the matter shall be referred to the Small Business Administration for a Certificate of Competency determination, in accordance with the procedures contained in subpart 19.6 and 15 U.S.C.637(b)(7)).

(2) Tradeoffs are not permitted.

(3) Proposals are evaluated for acceptability but not ranked using the non-cost/price factors.

(4) Exchanges may occur (see 15.306).

The significant technical evaluation factors are Technical Capability and Management Capabilities.

Offerors are on notice that proposals which are unrealistic in terms of technical commitment or lack of technical competence or indicative of failure to comprehend the complexities and risks of the solicitation requirements will be rejected. Although discussions concerning technical proposals are not planned, the procurement team reserves the right to bring unacceptable offers up to an acceptable level through negotiations.

The following represent the factors used in the evaluation of proposals to determine the acceptability of offers:

FACTOR 1: TECHNICAL CAPABILITY – The Government will evaluate the information provided for this factor to determine if the offeror demonstrates it has the technical capability to perform the work solicited. Technical capability is sound; offeror can meet delivery and performance requirements; and performance risk to the government is mitigated.

FACTOR 2: MANAGEMENT CAPABILITIES – The Government will evaluate the information provided for this factor to determine if the offeror demonstrates it has the ability to successfully manage this effort. Offeror has documented quality processes to assure complete compliance with all solicitation requirements and has adequate management oversight. Adequate procedures for handling warranty administration, vehicles damaged-in-transit, and vehicle defects are provided.

FACTOR 3: PRICE – The Government will evaluate the pricing received for fair and reasonable determination. Award will be made on a lowest-price, technically acceptable basis evaluation. The lowest-price determination will be made at the base vehicle level for each line item. Optional equipment will be reviewed for fair and reasonable determination, but will not affect the overall evaluated price for the base vehicle.

G.5 ADJECTIVAL RATINGS

The following adjectival rating tables shall be used to rate proposals. Table 1 will be used to assign a rating to Factor 1 and Table 2 will be used to assign a rating to Factor 2. The evaluator will use the appropriate table and select one of the adjectival ratings that most clearly reflect the assessment of the proposals based on the established evaluation criteria. Price proposals (Factor 3) will not receive an adjectival rating.

A rating of "Unacceptable" on any of the factors will deem the proposal technically unacceptable in its entirety.

TABLE 1 – Factor 1 – Technical Capability

ACCEPTABLE (A)	The proposal meets the stated requirements. The response is considered complete in terms of the basic content and level of information the Government seeks for evaluation. The offeror has provided the following elements: a) Process for ensuring compliance with specifications; b) Process for order receipt and processing; c) Process for order input into production cycle; d) Process for vehicle shipment; e) Ability to comply with standard delivery which conforms to solicitation requirements; f) Project Plan identifying the following: 1) Date of completion or proposed build order, 2) Order placement with all significant subcontractors, if

	applicable (cab and chassis, body, etc.) For non-OEM offerors, identify order placement procedures with suppliers 3) Delivery date of subcontracted items, 4) Planned completion timeline, 5) Planned inspection and shipment timeline; g) The time of shipment specified for each representative line item is supported by the Project Plan; AND h) No unapproved exceptions taken to the Federal Standard.
UNACCEPTABLE (U)	Failure to demonstrate the minimally acceptability standards under this factor will result in an "UNACCEPTABLE" rating and possible elimination from further consideration for contract award. Failure to achieve an acceptable rating for any subfactor will render the entire factor unacceptable.

TABLE 2 – Factor 2 – Management Capabilities

ACCEPTABLE (A)	The proposal meets the stated requirements. The offeror has provided a management plan which describes its quality assurance procedures as they relate to the following elements: a) Timely order processing (to include regular status reporting) that conforms to solicitation requirements for the time of shipment specified for each representative line item; b) Oversight to ensure production, shipment and delivery of vehicles (on a CONUS and OCONUS scale) that conform to solicitation requirements (includes methods and timetables for certificates of origin and other vehicle documentation); c) Management of suppliers and dealers, AND d) Warranty administration procedures.
UNACCEPTABLE (U)	Failure to demonstrate the minimally acceptability standards under this factor will result in an "UNACCEPTABLE" rating and possible elimination from further consideration for contract award. Failure to achieve an acceptable rating for any subfactor will render the entire factor unacceptable.

G.6 METHOD OF AWARD FOR DELIVERY ORDERS PLACED AGAINST THE MASTER CONTRACT

For orders of items as awarded:
Ordering of vehicles occurs through GSA's ***AutoChoice***. *AutoChoice* is an on-line ordering system that enables customers to define their requirements, review contractor offerings and enables customers to make a best value determination. GSA customers are trained how to order vehicles through *AutoChoice* per the information provided. All Contractors that meet customer

requirements will be afforded a fair opportunity to compete for customer requirements in accordance with FAR 16.505(b). When ordering through *AutoChoice*, customers will make award decisions based on a best value basis. Customers may consider one or more of the following:

Price
Minimum Requirements
Other Features (e.g., Warranty coverage)
Conflicts/Collisions of Optional Equipment
Clarifications
Time of Shipment
Past Performance

Customer agencies are able to place their orders via *AutoChoice* or with assistance from acquisition personnel. Customers are able build their vehicles by utilizing side-by-side comparison of each competitor's vehicle models to make their best value determinations. Once the customer has built its vehicle and made his/her best value selection, through *AutoChoice* the order is placed direct with the Contractor of choice. The funding for the vehicle is obligated at the time the order is placed.

Ordering through *AutoChoice* is available through the length of the contract period. Once the customer has made his/her best value selection, the order is placed directly with the Contractor.

After contract awards, Acquisition and/or the Program Office personnel work on a daily basis to assist customer agencies with procuring their motor vehicle needs.

Customer agencies are able to place their orders via *AutoChoice* or with assistance from contracting personnel. Customers are able to configure their vehicles by utilizing side-by-side price and option comparisons of each competitor's vehicle model. This enables the customer to make a best value determination. Once the customer has configured his/her vehicle through *AutoChoice* and has determined that the order is complete, the funding for the vehicle is obligated, and the vehicle order is submitted to the manufacturer of choice.

For orders of awarded items that need alteration to meet mission needs (called ADDITIONAL REQUIREMENTS (AREQ'S):

Should a customer agency request an Additional Requirement (AREQ) option that is not currently awarded under the contract, the order is forwarded to GSA Engineering for review. Engineering will determine the suitability of the request and either approve or deny the AREQ. Optional equipment that has been previously determined unacceptable will not be considered under the AREQ process. **Approved AREQs are submitted to each vendor providing the SIN and required options for a price quotation, regardless of the original vendor selected in *AutoChoice*. This is to ensure Fair Opportunity procedures are followed through the completion of the requirement.**

**** Vendors are responsible for providing a quote inclusive of all the standard options requested on the original order and noting exceptions that they may take to the requirement as presented. Options included on the order as received from the customer and forwarded to the vendor as part of the AREQ request are neither to be deleted nor substituted without clear notation.**

The quotation(s) is/are referred back to the agency for approval and confirmation of available funding. If funding is available, the Contracting Officer will manually place the order through the GSA online ordering system ROADS (Requisitions, Ordering, and Documentation Systems). If funding is not available, the order cannot be finalized until the funding becomes available.

Customer Agencies are able to order vehicles up until 3:00 pm ET on the Vehicle Availability Listing (VAL) the vendors provide to GSA. The VAL dates are updated when the vendors provide updated VAL listings. The Program Office is responsible for posting the VAL listing on the website for customers to preview. Once all the vendors' line items are closed, no additional orders will generally be accepted. Option AREQ for all line items is closed two weeks prior to a vehicle's scheduled close-out date.

G.7 CHANGES TO REQUISITIONS

On occasion, the customer may select the wrong color, option, or may want to terminate the order. Program Management Office staff, upon issuance of a Contracting Officer Representative (COR) delegation letter, will work with customer agencies and the vendors to correct the problems expeditiously. Customers are required to contact GSA for requested changes to their orders. If vendors are contacted directly by customers, GSA must be notified for any modification or change order to take place. Contract administration is the sole responsibility of the GSA acquisition staff. This customer assistance is accessed by calling (703) 605-2277 or emailing vehicle.buying@gsa.gov.

AMENDMENT OF SOLICITATION/~~MODIFICATION OF CONTRACT~~	1. CONTRACT ID CODE	PAGE OF PAGES 1 | 57

2. AMENDMENT/~~MODIFICATION~~ NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (IF APPLICABLE)
1	JUNE 19, 2020		

6. Issued By Code **QMAAA**
U. S. GENERAL SERVICES ADMINISTRATION
FEDERAL ACQUISITION SERVICE
OFFICE OF TRAVEL, TRANSPORTATION & LOGISTICS
LIGHT DUTY AUTOMOTIVE ACQUISITION SUPPORT DIV
1800 F ST, NW HUB 3200
WASHINGTON, DC 20405

7. ADMINISTERED BY (If other than Code

8. Name and Address of Contractor (No., street, county, State and ZIP Code

CODE FACILITY CODE

X

9A. AMENDMENT OF SOLICITATION NO. 47QMCA20R0002

9B. DATED (SEE ITEM 11) MAY 28, 2020

10A. MODIFICATION OF CONTRACT/ORDER NO.

10B. DATED (SEE ITEM 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

X The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers X is extended ☐ is not extended.

Offer's must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning ___1____copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF
	D. OTHER (Specify type of modification and authority)

E. **IMPORTANT**: Contractor ☐ is not, ☐ is required to sign this document and return__copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

2020 MAIN BUS PROGRAM

Solicitation Changes: For the solicitation in Block 9A, various changes are updated on the following pages. The point of contact for this amendment is Craig D. Yokum, craig.yokum@gsa.gov, 703-605-9291.

Except as provided herein, all terms and conditions of the solicitation referenced in item 9A, as heretofore changed, remain unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) **Craig D. Yokum** **Contracting Officer**	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED

The due date/time for the submission of electronic offers is extended from June 26, 2020 12pm EDT to July 10, 2020 12pm EDT. Please note that *AutoBid*'s closing date/time will be extended from June 25, 2020 12pm EDT to July 9, 2020 12pm EDT as well. The Offeror needs to submit a signed copy of SF30 (Page 1 only) of this Amendment with its offer (in Volume 1: Amendments - Tab J) as acknowledging receipt.

Updates to Solicitation 47QMCA20R0002

Solicitation Clause Changes

Please note the changes made to the Solicitation document:

1. Page 12, C.1 DELIVERABLES

From:

Request for Vehicle Inspections (to include RPN and VIN of units to be inspected)	10 ~~Calendar~~ Days in Advance of Requested Inspection	Assigned Vehicle Inspector and/or Contracting Officer's Representative

To:

Request for Vehicle Inspections (to include RPN and VIN of units to be inspected)	10 **Workdays** in Advance of Requested Inspection	Assigned Vehicle Inspector and/or Contracting Officer's Representative

2. Page 15, *(d) Inspection, acceptance, additional costs, and receiving reports.*

From:

(1) The Contractor must not schedule an inspection with the Industrial Operations Analyst (IOA) in advance of meeting all of the requisition order requirements. This interim source inspection by the Government is only to verify that the vehicle meets the contractual requirements and to authorize transport to the final delivery destination. ~~The IOA will provide the Contractor a copy of either GSA Form 308 or DD Form 250, remarked as "approved for shipment, pending final delivery destination inspection."~~

To:

(1) The Contractor must not schedule an inspection with the Industrial Operations Analyst (IOA) in advance of meeting all of the requisition order requirements. This interim source inspection by the Government is only to verify that the vehicle meets the contractual requirements and to authorize transport to the final delivery destination. **The Contractor shall generate and provide to the IOA for signature two copies of either GSA Form 308 or DD Form 250 as applicable. The first form to be remarked as "approved for shipment, pending final delivery destination inspection." The second form to be provided in electronic format emailed to the IOA remarked as "approved by final delivery destination."**

3. Pages 15-16, *(d) (2) (iii)*

From:

(iii) The marshaling center or CNS delivery location will conduct the final inspection of the vehicle based upon the Contractor's PDI checklist & GSA PDI checklist, then will:

~~A. Accept, and the delivery end user notifies GSA's IOA mailbox of the final acceptance of the vehicle(s).~~

To:

(iii) The marshaling center or CNS delivery location will conduct the final inspection of the vehicle based upon the Contractor's PDI checklist & GSA PDI checklist, then will:

A. Accept, and the Contractor shall obtain and provide the customer's acceptance and PDI checklist of the vehicle(s) to the GSA's IOA mailbox along with the second copy of the applicable GSA Form 308 or DD Form 250 remarked as "approved by final delivery destination."

4. Page 22, B. INVOICE SUBMISSION

From:

INVOICES WILL BE PAID ONCE THE SHIPMENT OF ALL VEHICLES ON THE MOTOR VEHICLE DELIVERY ORDER IS COMPLETE:

~~Contractor or OEM Representative receives GSA Form 308 or DD250 from the Industrial Operations Analyst (IOA) releasing the vehicle(s).~~

To:

INVOICES WILL BE PAID ONCE THE SHIPMENT OF ALL VEHICLES ON THE MOTOR VEHICLE DELIVERY ORDER IS COMPLETE:

The Contractor or OEM Representative shall generate the required GSA Form 308 or DD Form 250, as applicable. The GSA Form 308 or DD Form 250 shall be provided to the assigned Industrial Operations Analyst (IOA) for signature prior to releasing the vehicle(s) for shipment, and a second GSA Form 308 or DD Form 250 for acceptance shall be provided electronically to the assigned IOA once the final delivery destination has inspected and approved the acceptance of the vehicle(s). GSA Vehicle Purchasing will only authorize payment for accepted vehicles on a multiple quantity MVDO. If vehicles fail or are not complete, the supplier will only be allowed to invoice for accepted vehicles only.

5. Page 44, D.14 D-FSS-479 GSA FORM 1398 (AUG 1993)

From:

~~The Contractor shall affix one (1) copy of GSA Form 1398, GSA Purchased Vehicle, fully completed, to the right or left front door lock face or door post after final inspection is made. All marks on windows and other labels (except labels cautioning against drained transmission, crankcase, and rear axle) shall be removed. Copies of GSA Form 1398 are available from vehicle.buying@gsa.gov or the Contracting Officer.~~

To:

The GSA Form 1398, GSA Purchased Vehicle, shall be affixed to a location in the driver's area agreed upon by the assigned IOA and contractor during the First Production Vehicle Inspection (FPVI). Thereafter, the Contractor shall affix one (1) copy of this GSA Form 1398, fully completed, after the contractor has inspected the vehicle and verified compliance with the contract and MVDO requirements. All marks on windows and other labels (except labels cautioning against drained transmission, crankcase, and rear axle) shall be removed. The Contractor is responsible for generating or duplicating the GSA Form 1398. A sample copy of the GSA Form 1398 is attached at the end of this Amendment.

6. Page 44, D.15 F-FSS-250 TIME OF SHIPMENT (FEB 1986)

From:

Shipment is required for the First Production Vehicle(s) specified calendar days after receipt of notice of award for the first vehicle(s). The first production vehicle(s) is required to be built, inspected and accepted by the Government within (see chart below for number of days) after receipt of orders (ARO). ~~The remaining vehicle(s) is required to be built, inspected, and accepted 30 days after GSA inspects and accepts the First Production Vehicle.~~ The time of final shipment shall not exceed the number of days ARO as specified below.

To:

Shipment is required for the First Production Vehicle(s) specified calendar days after receipt of notice of award for the first vehicle(s). The first production vehicle(s) is required to be built, inspected and accepted by the Government within (see chart below for number of days) after receipt of orders (ARO). The time of final shipment shall not exceed the number of days ARO as specified below.

7. Pages 76, 78 F.1 ADDENDUM TO 52.212-1 - INSTRUCTIONS TO OFFERORS—COMMERCIAL ITEMS

Add (Page 76):

Each proposal should be submitted with a separate .zip file for each Volume labeled precisely as:

1) "Volume 1 – Administrative Requirements – *insert Offeror Name*"
"Tab A – SF1449 – *insert Offeror Name"*
"Tab B – Proposal Checklist – *insert Offeror Name"*
"Tab C – Financials – *insert Offeror Name"*
"Tab D – Vendor Response Document – *insert Offeror Name"*
"Tab E – VETS-4212 – *insert Offeror Name"*
"Tab F – Letter(s) of Supply – *insert Offeror Name"*
"Tab G – Small Business Subcontracting Plan – *insert Offeror Name"*
"Tab H – Past Performance – *insert Offeror Name"*
"Tab I – SAM Information – *insert Offeror Name"*
"Tab J – Amendments – *insert Offeror Name"*

Add (Page 78):

- **AMENDMENTS (Tab J)**

Offeror must submit a copy of the signed cover page (SF30) to each amendment issued on this solicitation acknowledging its receipt.

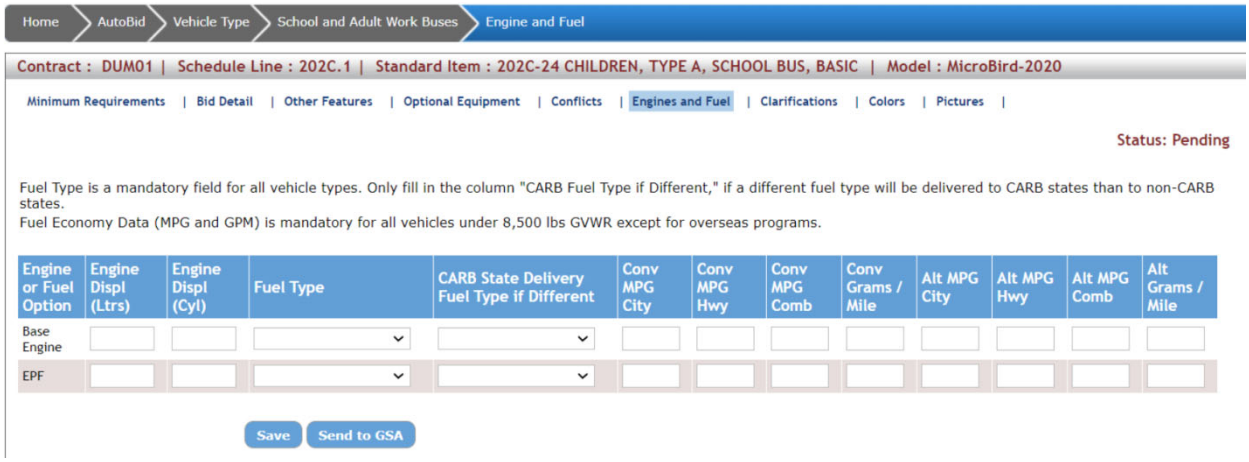
AutoBid Processing and Questions/Answers

Please note in processing *AutoBid*, the offeror **will need to complete the Engine and Fuel Data screen** – Slide 37 of 57 of the 47QMCA20R0002 Pre-Proposal Conference Slides.ppt (contrary to what was discussed in the Pre-Proposal Conference June 4, 2020).

The "Engine and Fuel" tab is where all engine spec (Ltrs/Cyl), fuel type, MPG, and emissions data goes.

• The first 4 columns, engine spec (Ltrs/Cyl), fuel type are required for the bus solicitation. If the first 4 columns are not complete, the system will not let you submit to GSA.

• An engine- or fuel-related option must be listed as Standard, Package, or Stand Alone in the "Optional Equipment" tab to show up in the "Engine and Fuel" tab.



Q1 *AutoBid*: Vehicle information has a dropdown for "50 States". Does this selection relate to vehicles qualifying to be in a particular state (such as CARB compliance) or does it imply shipping to Hawaii, for instance?

A1 This dropdown is for emissions related questions availability. Some offerings are not available in all states. Buses should not be affected by emissions limits though. Offerors should select Yes. It is not related to shipping.

Q2 *AutoBid* – Bid Detail: Attachment H indicates we fill in 3 areas on this page, 1 of which is not present (MPG data). Do we disregard the remaining items?

A2 Per the above processing requirements, only complete the first four columns. MPG is only collected in the ENG and FUEL tab but is not required for buses.

Q3 *AutoBid* – Bid Detail: Assembly Point/Inspection Point lists our dealership location and not the manufacturer. How do we correct this?

A3 It can be changed once a contract is awarded.

Q4 *AutoBid* – Bid Detail: I don't see buses available on the 1122 program. Is this section irrelevant for this solicitation?

A4 Correct. The only types of vehicles available under the 1122 program are law enforcement vehicles, sedans, SUVs, vans, and pick-ups.

Q5 *AutoBid* – Other Features: This page contains no items, is that correct?

A5 Information will only show if GSA Engineering has specified Other Features on specific SINs. Otherwise, this tab will be blank.

Q6 What is the difference between Current Price/ Net Invoice Price/ and MSRP as it relates to this solicitation in *AutoBid*?

A6 Data entry for all vehicle types are required: Current Price, Net Invoice Price, Net MSRP Price, and Destination. Please enter the bus offered price as the current price and repeat that for the Net Invoice and Net MSRP prices if these prices are not available; for the Destination price, please provide the estimated Destination Charge (even though this would obviously be different based on destination location).

General Questions & Answers to 47QMCA20R0002

Q1 Will this be an opportunity to change option availabilities at *AutoStandards* for Buses ([SIN XXXX] ?– specifically [Make/Model].) We have a few changes we would like to make. If not, when will Buses (XXXX) have this opportunity?

A1 At this point, a request for any new options must be added to the Technical Exceptions Spreadsheet (Attachment D) for Engineering to evaluate. If deemed reasonable, Engineering will create the option through amendment to Fed Std 833P and allow all future contract awardees the ability to price out and offer this option on whatever SINs this may be applicable.

Q2 Page 16 #2, iii, A1: GSA's IOA will execute the 2nd approval on GSA Form 308 or DD Form 250: Please confirm IOA will submit the new and final approval of customer Form 308 to contractor. How will we obtain/receive the 2nd IOA approval in order to submit invoice?

A2 It is the responsibility of the contractor to complete the GSA Form 308 or DD Form 250 for the IOA to approve. Note change above to Clause C.4 SOURCE INSPECTION & FINAL DELIVERY DESTINATION ACCEPTANCE OF BUSES BY GOVERNMENT.

Q3 I had one question in regards to the newly added second inspection before payment. Will we need to be in contact with a representative from the Consignee address to provide an additional 308 Form? How will the vendors be notified that the second inspection is complete and it is ok to submit our invoice?

A3 The Contractor will need to contact the consignee delivery location to arrange the delivery. At the time of delivery the consignee representative will need to be provided a copy of the OEM PDI checklist (this is the PDI that was performed by the authorized service center prior to delivery) along with the GSA delivery acceptance checklist. The consignee representative will verify that the PDI was completed and use the GSA delivery acceptance checklist in conjunction with the PDI for a walk around to determine if the bus is in acceptable condition to accept for delivery and be placed into service. The Contractor will then forward a copy of the completed OEM PDI checklist, the GSA delivery acceptance checklist, and the second release document (GSA Form 308/DD Form 250 as applicable) to the assigned Industrial Operations Analyst (IOA). The assigned IOA is the same person who conducted the initial inspection at the Supplier's facility and released the bus(es) for shipment. Once the Contractor has received the signed second release document back from the IOA, the Contractor is authorized to invoice the Government for the vehicle(s). See the above changes to Page 15*, (d) Inspection, acceptance, additional costs, and receiving reports.*

Q4 Does [GSA KC-Finance] pay per vehicle or do they hold payment until all units on an order are shipped?

A4 The Contractor must submit its invoice to KC-Finance specifying the RPN-N(F)-@@### MVDO number to receive payment on only those buses that have been completed (released) on the order, as this invoice must be accompanied by the GSA Form 308 or DD Form 250 (with dual inspection approvals) as proof.

Q5 *AutoVendor AutoBid* estimated quantities: Our estimated quantity on this SIN (and a few others) is not "1". It skews the total price. (I am guessing this quantity was entered the first time [Company Name] won a contract.)

Model Year : 2021
Shipping Time : 180 Days ARO

PRICE INFORMATION

Previous Price : $ 0
Current Price : $ 92,049 (Current Price must include Base Vehicle Price and Destination Charge.)
Net Invoice Price : $ $92,049.00
Net MSRP Price : $ $242,176.00
Destination Charge : $ $3,000.00 Destination Charge is included in Current Price but should be provided separately in this field for analysis.)
Estimated Quantity : x 8
Total Price : $ 736,392

A5 The estimated quantities for all SINs were inserted into the accounts based on the 2020 estimates GSA expects to sell the first year during the contract period of performance. You cannot change this value in your *AutoBid* account. Be sure the values you are submitting are for quantity of one (1) and not for the estimated quantities.

Q6 Chassis Pricing Concerns: Upon getting OEM A GPC assign[ed] to the new GSA Solicitation, OEM A has notified us that a specific 2020 model year will balance out on July 10th, which means we can no longer order them. So that will automatically put us in the 2021 model year in which OEM A has not released the pricing for yet, and typically will not until nearing the order bank opening which is 8/17/2020. So, we have a dilemma about using dead data on 2020 product, but won't have available the 2021 product pricing to submit. Do you have a suggestion how we can submit data that is unavailable?

A6 Offerors will have to estimate as best they can using market research when offering prices to their base models, as revisions to prices will not be permitted until option period 1 data are requested.

Q7 Page 15 – Section C.4 – d: "Once the vehicles have arrived at the designated final delivery location on the MVDO a final inspection will be conducted by either (GSA Marshalling, or CNS)." We understand GSA's intent to ensure 100% ready to put in service buses at time of delivery with this new requirement. With that being said we have some concerns with allowing either the GSA Marshalling Site or CNS End-user to correctly assess if vehicle is ready for service as per contract. Typically these personnel are not equipped with trained knowledge of the GSA FED STDs or the bus industry as a whole or even understanding of commercial acceptability. We recommend that the end-user inspection is only for Damage in Transit items (IE - Chip in Windshield) and if the vehicle is fueled and cleaned as per contract requirements. Secondly, what is the process to get this 2nd sign off back to the IOA? Is that the contractor's responsibility, or the end user's? Lastly, Option 1611 not allowing the contractors to invoice GSA for these deliveries until the 2nd sign off by the IOA, will be an issue. When option 1611 is selected who becomes the END USER? The random personnel at the shipping port? That is usually the end of the contactor's responsibility, will a receiving sign off at the port suffice?

A7 GSA's goal is to ensure that all buses received at the delivery location are in 100% contract and MVDO compliance, allowing for the bus to be placed into service immediately to ensure the customer agency's ability to complete its mission will not be negatively impacted or delayed. As such the GSA Marshaling or CNS staff receiving delivery will be required to "inspect" the bus to ensure that it is in acceptable condition. This inspection would include but not be limited to an

inspection to ensure the bus is 100% functional, has not been damaged in transit, is in acceptable delivery condition, and ready to be placed into service.

It will be the Contractor's responsibility to obtain the customer's acceptance of the bus and forward that acceptance to the assigned GSA Quality Assurance Office along with the applicable second GSA Form 308 or DD Form 250 remarked as called out in the contract.

When option code 1611 is ordered the Contractor will not be required to obtain the second release document, but will still be required to provide the assigned GSA Quality Assurance Office a copy of the completed PDI check sheet performed by the closest PDI location to the delivery locations as required by the Federal Standard.

Q8 Page 16 – Section C.4 – B - #5 "When rejection makes re-inspection or retesting necessary": Open ended, who/what determines reinspection? If bus shows up to delivery with chips on hood from 2000 mile drive, does that require reinspection? Please identify what might qualify as a required reinspection vs. correction and acceptance?

A8 Paint chips that occur between leaving the factory and arriving at the PDI center should be corrected during the PDI process. Normal wear and tear - IOAs will handle that as a recommendation to waive.

Q9 Pages 44 - 46 – Build Dates – We need the following changed at the request of the [OEM]: SINS 241 and 242N should be at 210 days to match other Light Duty SINS; SINS 259W-263W & 359W-363W need to be at 240 days to allow sufficient chassis order and bus body build time.

A9 Approved as the chassis is a purchase component and OEM's set the availability date. Please request changes to Time of Shipment in the Technical Exceptions Spreadsheet (Attachment D).

Q10 I have attached a sample copy of [our company's] PDI form. As is our standard practice, this is performed at a location near the final customer prior to delivery. Will the final customer perform all of this again prior to acceptance of the unit? Will providing the completed checklist serve sufficiently to the final customer as acceptance that it has been done, or will the driver be required to wait (possibly overnight) until the PDI is completed again prior to the second 308 Form acceptance? Can we get a copy of the GSA PDI form?

A10 When the vehicle is transported to the end user, a final inspection will occur, and usually the end user is a GSA marshaling site. If it is a CNS customer, the customer is required to check the vehicle for damage. We cannot and will not expect a customer to look for missing equipment unless it is written into the

Contractor's PDI process sheets. The GSA PDI Form will be furnished to contractors receiving contract awards.

Q11 For the weekly status report [referenced in Section C.1 – Deliverables], automotiveedi.partnerships@gsa.gov is listed as one of the recipients. However, they are not shown on the monthly report. Just want to clarify that we do not need to submit the monthly report automotiveedi.

Weekly Status Report (see Attachment E1 for format and Attachment E2 for example)	Each Friday After Contract Award	automotiveedi.partnerships@gsa.gov; Contracting Officer craig.yokum@gsa.gov; brandon.posey@gsa.gov; and ontheroad@gsa.gov
Monthly Report (see Attachment E2 for example)	The 10th Calendar Day of Each Month	Contracting Officer craig.yokum@gsa.gov; brandon.posey@gsa.gov; and ontheroad@gsa.gov

A11 That is correct.

Q12 [C.4] Source inspection and final delivery destination acceptance: [Company X] has major concerns about the change to the inspection process as well as to the substantial costs that are being added with a final destination inspection. GSA states that there are issues with buses and the way they are being delivered to the end-user is unacceptable. [Company X] would like to understand what these issues are. Annual meetings and communications throughout the year with GSA does not yield any repeatedly known issue or concern. When we are notified of an issue/concern, we address it in a timely manner. Compared to the number of buses we deliver, the buses delivered with issues/concerns are exceptions. A certified IOA inspects the buses at the plant, where we, as the OEM, have full control of addressing issues/concerns. What certification or level of inspector will be at the end-user location? Are they well-versed with the Federal Standard 833, *AutoStandards* and school bus state specifications? We agree that the bus should be delivered mechanically and functionally sound and as near to pristine condition as possible. Buses are driven to the end-user. What is stopping the end-user to reject the bus for: Small rock-chips of paint on the front bumper, some other “minor” cosmetic issue, or a “personal opinion” vs a design that has already been approved by GSA? Example: End-user doesn’t like where emergency equipment is located or how cables are routed, etc. What is the arbitration process for disputing an item that the end-user is rejecting? Please provide a copy of the GSA PDI checklist. All non-conforming conditions to be corrected by the contractor within 5 working

days. In what time frame will the end-user inspection occur? Are they required to inspect the bus when it is delivered? Delivery could be delayed, if they have to inspect the bus (multiple buses) at the time of delivery and the delivery has to occur around their availability vs. dropping a unit. If we drop a unit, then whose insurance will cover the vehicle if something happens: accident, mother nature event, etc. We work closely with our dealers and the GSA preferred service providers to expedite parts/repairs however, aren't always notified of issues immediately. If parts need to be ordered or arrangements for the unit to be picked up or delivered to an authorized repair facility need to be made, the repair will most likely not be complete within 5 working days.

A12 GSA has developed the new inspection system in an attempt to correct the ongoing issues our customers are experiencing in regards to the bus program. The consignee's receiving agent will utilize the OEM PDI checklist and GSA vehicle delivery checklist to ensure the vehicle has been properly PDI prior to delivery and is in acceptable condition to be placed into service. Objections to the refusal to accept from the consignee delivery location shall be directed to the GSA Contracting Officer, who will work with the GSA Program Office, GSA Engineering, GSA Quality Assurance Office, and the customer to make a determination of acceptability. The GSA PDI Form will be furnished to contractors receiving contract awards. The Government expects that products will comply with all Federal and State safety, environmental, energy and operational standards.

Q13 [D.14] Form 1398 – states that it shall be affixed after final inspection – which is now at the end-user destination. Will it be acceptable to affix the 1398 at the plant vs. in the field?

A13 The GSA Form 1398 is a form completed by the Supplier's Quality Assurance department certifying that they have inspected the vehicle and found it to be compliant with all contract and MVDO requirements. It shall be affixed to the location identified during the First Production Vehicle Inspection (FPVI) for every vehicle prior to requesting the IOA inspection.

Q14 [C.13] 1611 vs FOB Destination - Please confirm that FOB Destination is CONUS and that OCONUS buses, even with an established delivery code on the MVDO – HI, AK, PR, Guam, Military bases around the world, etc., will require 1611 and delivery (transfer of ownership) will be to a GSA assigned CONUS port. If the end-user destination is a GSA assigned CONUS port, who will perform the final inspection?

A14 Final destination is the end user location listed on the Motor Vehicle Delivery Order (MVDO) destination. If 1611 export is listed on the MVDO final destination is the port location or marshaling center, unless the supplier is obligated by the contract to provide delivery at the end user location. Be aware that suppliers are obligated by contract to declare within 5 days of order placement by GSA whether they as suppliers accept the export delivery location, or elect to reject the requisition order and notify the GSA Contracting Officer of your request to cancel the MVDO.

Q15 Elimination of Economic Price Adjustment for option years - Please advise the process to which annual pricing adjustments as well as costs for new federal regulations will be handled. New 2021 EPA regulation goes into effect on January 1, 2021. Should this engine upcharge be accounted for in the submitted pricing or will there be an opportunity to allow GSA to purchase buses at the lower price for a couple of months from contract award and then the price be adjusted in the fall?

A15 GSA intends to allow offerors to submit pricing prior to the base period and contract awardees to submit revised pricing prior to option period extensions being exercised only. Therefore, any new federal regulations that will impact prices on base models and/or optional equipment items need to be taken into consideration at the time offered pricing for either this initial base period or any subsequent option periods of performance.

Q16 Detection of Defects - Warranty repairs shall begin no more than 3 business day or 5 calendar days after vehicle has been presented for repairs. Clarify what constitutes the repair has started? As previously stated, there are underlying circumstances which could make this timing unrealistic. Parts have to be ordered, arrangements for the unit to be picked up or be delivered to an authorized repair facility, etc. Confirm that repairs only have to be approved/identified, with a course of action in 10 days and not fully complete, as to not be deemed in breach of contract.

A16 The repair has begun after diagnosis has occurred. A reasonable flow during the repair process is expected. Lack of parts, components, or personnel to provide service is not acceptable to the Government.

Q17 Scope of Warranty Repairs - Offer must disclose all restrictions placed upon the Government to comply with the warranty coverage, service shops within 100-mile radius, towing, transport services, additional mileage transport charges, etc. within 5 working days of the receipt of the order. Please confirm that this is a requirement for every order. If this is indeed a requirement for every order, who does this disclosure go to? If it needs to be sent to the consignee on the MVDO, is it possible to include email addresses for the contact person? [Company X] has always supported the service of GSA vehicles by setting up local shops that the agency is already using for repairs, if an authorized dealer is not within an acceptable range. Upon receipt of the order, is it acceptable for [Company X] to reach out to a location that is not within a 100-mile radius of an authorized dealer or GSA preferred service provider, to establish a potential service shop? [Regarding] towing, transport services, additional mileage transport charge, [Company X's] warranty clearly states that it is the responsibility of the Owner/Operator to return the bus to the [Company X] Dealer, or qualified repair facility authorized by [Company X] for warranty repairs.

A17 The offeror must disclose in its technical proposal its plan of compliance or restrictions with the Government warranty requirements. The supplier has two choices here: The first choice is under the terms of the contract, supplier has 5

days from GSA order placement to accept or reject the final end user location based on availability of vehicle service centers. The second choice is the supplier is required to establish a cross service or alliance service agreement that will provide warranty service to these products at no cost to the Government in the event a factory authorized service center does not exist in the end user's location.

As to providing towing or repair transport services during the factory warranty period, the supplier will either disclose that such services are not provided under the commercial warranty, and the supplier is not willing to provide a fixed fee for such towing services, or the supplier is permitted to add a firm fixed cost fee to provide such services in the form of a per mile traveled for towing. The supplier will make this declaration on the Technical Exceptions Spreadsheet (Attachment D).

Q18 *AutoStandards* - SIN 320A, 320C, 321A, 321C, 322A, 322C. Add-on option YD3C – upgrade to 260HP engine is listed in the minimum requirements vs optional equipment. [Company X] advised GSA of this discrepancy during the *AutoStandards* process and entered "option" at that time. No other SINs (that [Company X] participates in) has this discrepancy.

A18 YD3C is now an option equipment code reflected in *AutoStandards*.

Q19 Add-on Option Information. Request for a report that shows the add-on option take rate over the last contract period.

A19 The Government provides planning estimates for base vehicles only.

Q20 Section F.1 Item 3 (c), Is a digital signature required, or will a scanned ink signature be accepted?

A20 A digital signature is preferred but not required. A scanned ink signature will be accepted.

Q21 If there are additional items, letters of explanation etc., should these be submitted in the relevant volume as a separate attachment? Or will only items listed on the Proposal Checklist be considered?

A21 Please submit all relevant additional items, etc. in the appropriate volume as separate attachments clearly identified as such.

Q22 Page 77, VETS-4212 REPORT (Tab E): With respect to Veterans 4212 Reporting Requirements, (Volume 1, Tab E), [Company X] is not currently required to submit this report, how should we address this? Should we register with the Department of Labor's VETS-4212 reporting application on-line, in advance of submitting a proposal?

A22 You will need to register using the link provided in the solicitation as soon as possible so that you can provide this information in your offer (Volume 1, Tab E) as proof of registration if you do not have the 2019 filing.

Federal Standard 833P Questions & Answers and Changes

Q1 FED STD 833P: SIN 360L is listed both in the Light Duty Low Floor book, and the Medium Duty Book, which spec book do we use for 360L?

A1 Please use the Light Duty standard. Engineering will remove 360L from the medium duty standard.

Q2 FED STD 833P: 3.15.1 Floor construction: Interior subfloor shall be metal covered with wood. We are interpreting the term subfloor as the floor joist, or metal supports that we fasten the wood to, and not some sort of metal underbelly sheet that goes in-between the wood and metal joist.

A2 The interpretation is correct. It is referring to the metal framing underneath the floor.

Q3 FED STD 833P: Batteries: We cannot move OEM under hood mounted batteries to a battery box. Also on SINS 241N and 341N Ford puts the batteries [provided commercially] under the driver's seat and also cannot be moved. On SINs where batteries are not under the hood or under the seat (or where OEM's allow battery relocation) we will mount them in the box requested by spec.

A3 Please address this concern in the Technical Exceptions Spreadsheet (Attachment D). GSA Engineering had already relaxed some of the battery placement requirements on some SINs due to comments from Comment Collector. We will allow for light/medium duty shuttle buses to maintain the placement of the battery by the chassis OEM. A battery box will not be required for these vehicles.

Q4 Minimum Requirements: Please change the #16,500 GVW requirement in the system to permit the following:

241 – Request Min GVW to allow Ford E350 12,500 GVW Chassis, weight calculations with new GSA 215lb per passenger weights….

341 – Request Min GVW to allow Ford E350 12,500 GVW Chassis, weight calculations with new GSA 215lb per passenger weights….

342 – Request Min GVW to allow Ford E450 14,500 GVW Chassis, weight calculations with new GSA 215lb per passenger weights…. (This would also make it match SIN 242)

259W & 260 & 260W – Engine specs – Minimum states 210HP and 560lb ft. which we meet with the Cummins 240HP 560lb ft Engine, but right below the minimums it has Engines – Min 240 HP and 620 lb ft, which is the optional engine from Cummins which requires pricey 3000 PTS trans, so we listed that combo as an option, but option YD3A does not show up anymore.

A4 The Minimum Requirements within *AutoStandards* are being changed as follows: SIN 241 GVWR is currently a minimum of 14,200 lbs, not 16,500 lbs as [Company X] stated. SIN 241 GVWR will remain 14,200 lbs GVWR minimum. Many vendors are bidding vehicles over 14,200 lbs GVWR.

SIN 341 and 342 minimum GVWR will be reduced from 16,500 lbs to 14,200 lbs.

SIN 243 minimum GVWR is increasing from 14,200 lbs to 16,500 lbs.

SIN 246 minimum GVWR is increasing from 14,200 lbs to 18,000 lbs.

Clarification: As some chassis may no longer be available since *AutoStandards3* closed, we are unfortunately unable at this time to add new makes and models to the solicitation. Please use only those makes and models available by the approved list of OEMs in the Attachments A1-A21 Schedule of Items.

Below are revised Attachments F7 (re: battery placement for SINs 241N, 241, 242N, 242, 243, 246, 247) and F19 (Appendix A, which defines the options available on buses) to Federal Standard 833P dated June 18, 2020, replacing the original Attachments F7 and F19-Fed Std 833P Specifications as part of the solicitation package.

Additionally, a sample GSA Form 1398 is attached to this Amendment.

U.S. General Services Administration

Federal Standard 833P

LIGHT-DUTY SHUTTLE BUS, BASIC

STANDARD ITEM NUMBERS:

241N, 241, 242N, 242, 243, 246, 247

June 18, 2020

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1. SCOPE, PURPOSE, & CLASSIFICATION

1.0 SCOPE

This specification identifies the minimum requirements for new commercial Light-Duty Shuttle Buses. This category is intended for shuttle buses with a capacity of between 12 and 28 adults. The Gross Vehicle Weight of buses in this category generally vary from 9,000 lbs. to 20,000 lbs. Low-floor light-duty shuttle buses are not included in this specification.

These specifications are for the "Basic" version of this bus. It is intended to be less expensive for our customers, by allowing vendors to remove certain non-essential options which otherwise might be standard.

This standard is intended to simplify competitive procurement of commercial vehicles and achieve a practical degree of standardization within the federal fleet. The Government takes no exemptions to the laws and regulations for vehicles used on public roads and highways.

1.2 APPLICATION

This Standard does not include all varieties of the commodity indicated by the title but is intended to cover those vehicles generally acquired by the Government. Buses with standardized components and equipment are highlighted in this Standard. A selection of coded optional additional systems and equipment are included for agencies, divergent geographic and operational related needs.

1.3 COVERAGE OF BUS TYPES

The types of buses covered by this standard are listed below. Optional equipment appears in section Appendix A and beneath each relevant section in the requirements.
The item descriptions, minimums, options, and manufacturer data can be viewed on this website: www.gsa.gov/automotive. Click on the link for all standards and refer to Federal Standard 833.

1.4 CLASSIFICATIONS

- The individual bus configuration classifications are referred to by a Standard Item Number (SIN)
- The SINs covered by this specification are as follows:
    - 241N - 12 Adult, 77-89 Inch Wide, Light-Duty Shuttle Bus, Basic
    - 241 - 12 Adult, 90-98-Inch Wide, Light-Duty Shuttle Bus, Basic
    - 242N - 16 Adult, 77-89 Inch Wide, Light-Duty Shuttle Bus, Basic
    - 242 - 16 Adult, 90-98 Inch Wide, Light-Duty Shuttle Bus, Basic
    - 243 - 20 Adult, 90-98 Inch Wide, Light-Duty Shuttle Bus, Basic
    - 246 - 24 Adult, 90-98 Inch Wide, Light-Duty Shuttle Bus, Basic
    - 247 - 28 Adult, 90-98 Inch Wide, Light-Duty, Shuttle Bus, Basic

2. APPLICABLE DOCUMENTS

2.1 FEDERAL SPECIFICATION

2.1.1 **ADA Transportation Vehicle Accessibility Guidelines (ADA) 36 CFR Part 1192**
2.1.2 **Federal Motor Vehicle Safety Standards (FMVSS) 49 CFR Part 571**
2.1.3 **Federal Motor Carrier Safety Regulations (FMCSR) 49 CFR Part 393**
2.1.4 **A-A-393A Commercial Item Description Extinguishers, Fire, Dry-Chemical**

2.2 NON-GOVERNMENT STANDARDS

2.2.1 ***Society of Automotive Engineers (SAE) Standards and Recommended Practices***

- J163 Low Tension Wiring and Cable Terminals and Splice Clips
- J198 Windshield Wiper Systems- Trucks, Buses, and Multipurpose Vehicles
- J381 Windshield Defrosting Systems Test Procedure and Performance Requirements
- J551 Performance Levels and Methods of Measurement of Electromagnetic Compatibility of Vehicles
- J516 Hydraulic Hose Fittings
- J537 Storage Batteries
- J561 Electrical Terminals-Eyelets and Spade Type
- J588 Turn Signal Lamps for Use on Motor Vehicles Less than 2032 mm in Overall Width
- J589 Turn Signal Switch
- J673 Automotive Safety Glasses
- J686 Motor Vehicle License Plates
- J695 Turning Ability and Off Tracking-Motor Vehicles
- J844 Nonmetallic Air Brake System Tubing
- J910 Hazard Warning Signal Switch
- J1127 Battery Cable
- J1128 Low Tension Primary Cable
- J1149 Metallic Air Brake System Tubing and Pipe
- J1292 Automobile, Truck, Truck-Tractor, Trailer, and Motor Coach Wiring
- J1908 Electrical Grounding Practice
- J2064 R134a Refrigerant Automotive Air-Conditioning Hose
- J2188 Commercial Truck and Bus SAE Recommended Procedure for Vehicle Performance Prediction

2.2.2 ***American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE)***

- A03 Handbook, Chapter 9, Surface Transportation
- 37 Standard Methods of Testing for Rating Unitary Air-Conditioning and Heat Pump Equipment
- 41.1 Standard Methods for Temperature Measurement
- 41.2 Standard Methods for Laboratory Airflow Measurement
- 41.3 Standard Method for Pressure Measurement

2.2.3 ***American Trucking Association, Inc.***

- Technology and Maintenance Council (TMC) RP 803

2.3 ORDER OF PRECEDENCE

In the event of a conflict between the text of this document and the references cited herein, the text of this document takes precedence. However, nothing in this document supersedes applicable laws and regulations unless a specific exemption has been obtained

3.1 BODY & CHASSIS

3.1.1 PASSENGER CAPACITIES

Standard Item Number (SIN)	Adult Capacity (Seated)
SIN 241N	12 adults
SIN 241	12 adults
SIN 242 N	16 adults
SIN 242	16 adults
SIN 243	20 adults
SIN 246	24 adults
SIN 247	28 adults

3.1.2 BODY CONSTRUCTION

-The buses under this specification shall be of commercial square-bow type construction, shuttle bus and is not applicable to school bus type construction.

3.1.3 BODY FASTENER APPLICATION

-All fasteners shall be corrosion resistant.

3.1.4 BODY STRUCTURE

-. Wood shall not be used for structural framing.

3.1.5 BODY INTEGRITY

-The body, floor, roof, and panel joints shall be water and air resistant.
-All body seams shall be sealed and not permit dust or fume entry into passenger compartment.
-Body, hinge, and, mirror mounting points shall be reinforced to prevent cracking and fastener or fastener device pull out.

3.1.6 BODY EXTERIOR LENGTHS

-Body measurement shall be exterior rear surface to front face of body. Length measurement shall include bumpers.
-Bus body lengths shall not be changed to accommodate space consuming optional equipment. Only one body length shall apply to each SIN.

3.1.7 BODY EXTERIOR WIDTH

-Overall width measurements indicated in AutoStandards shall be from the outermost body surfaces. Only one body width shall apply to each Standard Item.

3.1.8 BODY EXTERIOR

-Tires shall not protrude beyond exterior body side wall.
-Composite rubber fender extensions or molded high impact plastic body accents can be used to cover tire edge.

3.1.9 RAIN SPLASH CONTROL

-Rain gutters, hoods, or lips shall be provided to prevent water from the roof flowing onto the passenger doors, side windows, and the door boarding area.

3.1.10 PASSENGER COMPARTMENT INTERIOR DIMENSIONS

-Interior height should be measured from the floor to center peak of ceiling. Measurement minimum shall be maintained between the first and last vertical roof bows.

3.1.11 INSULATION

All bus and chassis manufacturers supplied insulation shall comply with FMVSS 571.302.

3.1.12 MAINTENANCE

-The design of the bus and optional equipment shall permit access for routine servicing and shall permit access for replacement and adjustment of component parts and accessories with minimal disturbance of other components and systems.

-Interior hinged and fastener-secured access panels and doors for maintenance must:

- Use common tools to open and be flush with the surrounding materials.
- Be sealed to prevent entry of fumes and water into passenger compartment.

3.1.13 SOUND LEVEL

-The interior sound level shall be in accordance with FMCSR 393.94.

3.1.14 BODY MOUNTING

-Cushion material shall be utilized between body and frame. Body can be floated but shall not include wooden spacer blocks.
-Reinforcements or filler blocks shall be used where mounting devices might otherwise deform frame flanges.
-Mounting devices shall utilize fasteners that will minimize loosening, but which may require regular scheduled tightening.
-Interface of chassis and body, including all electrical, fluid, mechanical systems, and mounted equipment shall be in full accordance with the chassis manufacturer's "Body Builders Book" and published equipment technical data.

3.1.15 CORROSION PROTECTION

-All hardware shall be corrosion resistant.
-Fastener materials shall be compatible with materials being fastened.
-No bare metal permitted.
-All joints and connections of dissimilar metals shall be insulated to minimize effects of galvanic corrosion.

3.1.16 UNDERCOATING

-Underbody, fenders, skirts, and wheel-wells shall be undercoated. The exceptions to this requirement are plastic or polymer exterior parts not subject to deterioration or damage from road splash and debris.

3.1.17 MUD FLAPS

-Rubber composition mud flaps at all wheel ends shall extend to within 3 to 7 inches off the ground when suspension is at normal operating height and at curb weight.

3.1.18 CURB WEIGHT

-The curb weight shall include the weight of the chassis and body with all attachments, accessories, standard and optional equipment, a full complement of fuel, lubricants, coolants.

3.1.19 PAYLOAD AND GROSS VEHICLE WEIGHT

-The payload weight for adult passengers shall be calculated using 215 pounds per person and 215 pounds for the driver. These ratings include provisions for parcels and shall be considered an even weight distribution throughout the body.
-Wheelchair positions shall be calculated using 300 lbs. for each wheelchair position specified. When a wheelchair position includes convertible seating, the 215 pounds per seated person shall be included in the calculation instead of 300.

3.1.20 CAPACITY DECAL

-An instruction decal shall be applied to the forward bulkhead visible to all passengers and driver. The lettering shall be not less than 1-1/2 inch in height and in strong contrast to the interior background color.
-The message can be in a single line or two lines and must state "No Standees Permitted" or "No Standees" and "Maximum Passenger Capacity XX" or "Capacity XX Passengers". The two X's shall represent the passenger capacities specified as standard and optional.
-Multiple decals can be used to accommodate this requirement with one displaying the no standees instruction statement and another displaying passenger capacity.

3.1.21 TOWING DEVICES

-Front and rear towing devices shall be furnished.
-Front devices can be deleted if the chassis manufacturer incorporates a frame crush zone that prohibits attachment of the towing devices.
-If the bus cannot be lifted with the furnished hooks or loops without damaging body panels or the frame, a warning label shall be permanently affixed to the frame area immediately next to the towing devices and clearly visible to tow truck operator during recovery procedures.

Warning label shall be in high contrast to its surroundings to provide immediate recognition. The warning label shall read in bold letters no smaller than ¼ inch, "DO NOT LIFT BUS WITH TOW EYES. TOW EYES FOR FLAT GROUND MANEUVERING ONLY."
-Complete towing instructions shall be furnished with the operator's manual.
-Rear towing device(s) shall not provide a toehold for unauthorized riders

3.2 AIR POLLUTION CONTROL

-The vehicle and engine shall confirm to 40 CFR Subchapter C-Part 86"Control of Emissions from New and In-use Highway Vehicles and Engines," as evidenced by an EPA certificate of compliance.
-Vehicles shall also comply with all pollution control requirements for the State of final destination. -Certificates of compliance shall be made available upon request.

3.3 ENGINES

3.3.1 COOLING SYSTEM

-Cooling system shall be charged with extended life coolant.
-All coolant hoses and lines shall meet or exceed the requirements of SAE J20 D2.
-All hoses and lines shall be securely attached with constant-tension or thermoplastic clamps. Hoses and lines shall not be permitted to rub components that may eventually lead to a coolant leak.
-Passenger compartment heater hoses shall be equipped with full-flow valves located in a protected location to permit complete shutoff of engine coolant flow to heating units.

3.3.2 ENGINE COMPARTMENT

-Engine compartment shall be readily accessible for servicing and routine maintenance of engine and engine components.
-All fluid locations shall be accessible with standard funnels, pour spouts, and automatic dispensing equipment.
-All lubricant sumps shall be fitted with magnetic-type external, drain plugs if available from the component manufacturer as standard or optional.

3.4 ENGINE ACCESSORIES

3.4.4 HIGH-IDLE CONTROL

Automatic engine high-idle control shall:

- Be preset to operate at an elevated rate not to exceed the maximum rate permitted by engine manufacturer.
- Operate (engage) when switched to the "ON" position and the transmission in "NEUTRAL" or "PARK" (applicable to design furnished).
- Operate (engage) when the air conditioning is operating and the transmission in "NEUTRAL" or "PARK".
- Not rely on manual on/off switch position to elevate idle. A low voltage sensing controller can be used to accommodate this requirement in lieu of immediate idle up when A/C is activated.
- Disengage when the service brake pedal is pressed or the transmission in-gear position is selected.

3.5 TRANSMISSION

3.5.1 PERFORMANCE

-Transmission shall be automatic with a minimum of 5 forward speeds.
-Fluid shall be synthetic if available from OEM. Allison transmissions shall be equipped with TES-295 approved fluid. Transmission shall be labeled on its exterior to indicate the type of fluid installed.

3.5.2 SHIFT QUALITY & DRIVABILITY

-The overall drivability of the vehicle should not be negatively impacted by the transmission:

- No bumps or vibrations should be felt while shifting
- There should not be a significant delay when downshifting for more torque
- The gears should not be audible during a shift

3.6 BRAKES

3.6.1 SERVICE BRAKES

-Chassis OEM Antilock Brake System shall be furnished.

3.7 AXLES

-The Gross Vehicle Weight Rating (GVWR) and individual axle Gross Axle Weight Rating (GAWR) shall not be exceeded when loaded with the specified number of passengers and baggage including the driver.
-GAWR calculation shall reflect maximum weight ratings as advertised by axle manufacturer and no higher rating of components shall be acceptable.

3.7.2 DRIVESHAFT

-Driveshaft protection shall comply with FMCSR 393.89

3.8 ELECTRICAL

3.8.1 ELECTRICAL SYSTEM

-All wiring provided by the FSAM shall be copper.
-All wiring shall have type SXL or GXL high temperature cross-linked polyethylene, or better, insulation.
-The use of multi conductor or ribbon cables are permitted provided they are not exposed to under hood or under vehicle temperatures/conditions.
-The wiring shall be permanently color coded or marked the entire length of the wire.
-Wiring shall be routed in conduit or high temperature looms with a rating of 300°F.
-When cables are supplied by a component manufacturer to interconnect system components, these cables need not be continuously color coded/identified. They shall be coded/identified at the termination or interconnection points.
-All added wiring shall be in accessible, enclosed, protected locations and kept at least 6" away from exhaust system components.
-All conduits, looms, and wiring shall be secured to the body or frame with insulated metal cable straps.
-All apertures on the vehicle shall be properly grommeted for passing wiring.
-All items used for protecting or securing the wiring shall be appropriate for the specific application and be standard automotive, aircraft, marine, or electronic hardware.
-Cable ties shall not be used to support harnesses but may be used for bundling purposes.
-Electrical panels that are accessible to accidental contact shall have a protective cover, shield, etc. to prevent shorts that can result in injury, fire, or damage to the electrical system.

-All plastic materials shall be UV resistant and metal supports corrosion resistant:

- P-clamps – Clamps shall be corrosion resistant with a neoprene, Viton, or silicone insulator.
- Saddle-supports – Formed metal support with smooth radius edges designed to carry no less than twice the weight of the harness it supports.
- Cable clamps – Die-formed, radius-edge, corrosion-resistant metal cable clamps and can only be used in bus interior or engine compartment in areas not subject to wetting by rain or road spray. Plastic clamps can only be used in areas not exposed to heat that could exceed their working limits.
- Button-cable ties – Saddle Mounts and button ties utilizing cable ties are an acceptable method of supporting chassis and body wiring and hoses. Cable ties shall be UV resistant and the support method used shall be rated for at least twice the weight of the component supported.
- Nylon tie-wraps with push-wings – an acceptable method of securement in completely enclosed spaces (inside roof and walls). Method must be rated for at least twice the weight of wire supported.

-Electrical circuit board panels and components that are susceptible to accidental contact shall have a protective cover, shield, or enclosed/dedicated compartment to prevent accidental shorts that can result in injury, fire, or damage to the electrical system.

3.8.2 ALTERNATOR

-The maximum alternator RPM rating shall not be exceeded at the top governed engine RPM.

3.8.3 BATTERIES

-Batteries shall be mounted in a fully enclosed box made of a material intrinsically resistant to damage or corrosion due to battery acid exposure and capable of supporting the full weight of the batteries without assistance.
-The placement of the batteries should allow for complete visual inspection and service of terminals without removing battery cables.
-All components within the battery compartment shall be protected from battery electrolyte and gas corrosion.-Only battery cables shall be connected to batteries.
-Battery cables shall be routed through dedicated holes in battery box independent of each other and insulated from abrasion by grommets.
-No spliced battery cables permitted. Cables shall be one-piece, stranded conductor with protective covering (jacket) pigmented red to indicate positive and black to indicate negative and shall be run from the positive battery terminal of the leading battery directly to the starter solenoid.

3.8.4 AUXILIARY INTERIOR POWER RECEPTACLE

-Shall be 12-volt powered with 10-amp minimum supply located in the driver's area.
Receptacle shape shall be similar to cigar lighter.

3.8.5 120-VOLT SHORE POWER (WITH 120VAC INTERIOR OPTIONAL EQUIPMENT ORDER)

-All powered components requiring alternating current (ac) shall operate on 120-volt (v), 60 Hz.
-The power inlet connector shall be polarized and of the grounding type and shall be listed as suitable for the purpose.
-The power inlet connector shall be in a weatherproof housing with a spring-loaded and gasket sealed cover.
-The inlet connector shall be constructed and installed to guard against inadvertent contact by persons with parts made live. The inlet connector shall be provided with a grounding pole with a first to make and last to break contact. The supply equipment shall have sufficient rating to supply the load served.
-All electrical and heating materials shall be listed or labeled by a Nationally Recognized Testing Laboratory i.e.: UL/CSA/ETL and shall be installed in accordance with both the manufacturers' instructions and the National Electrical Code.

3.9 FUEL

3.9.1 FUEL SYSTEM

-Shall comply with FMCSR 393.65, 393.67, and 393.69

3.9.2 FUEL TANK(S)

-When the tank filler cap is located behind body skin, a hinged access door shall be furnished.
-Fuel fill(s) shall permit filling of tank(s) with only the nozzle end of the fuel handle.
-Fuel type shall be indicated on the body skin immediately next to fill cap or on the inside face of the fuel fill door. The words "Ultra Low Sulfur Diesel" must be included when applicable.

3.10 EXTERIOR

3.10.2 EXTERIOR MIRRORS

-Exterior mirrors shall be corrosion resistant stainless steel or composite plastic.
-Mirror mounting hardware shall be made of corrosion resistant materials.

3.10.3 LICENSE PLATES

-Front and rear license plate mounting provisions shall be furnished and comply with SAE J686.

3.10.4 STOWAGE COMPARTMENT

-Provision shall be made for lockable weatherproof stowage of tire changing tools and tire chains. This compartment not mandatory on 341N and 342N due to space limitations.

3.10.4 OTHER PLATES AND DECALS

-Dealer identification decals and placards shall not be applied to vehicle exterior. Bus manufacturer decals are permitted so long as they do not interfere with other required or specified markings.

3.10.5 EXTERIOR PAINT

-The standard exterior color of buses shall be bright white unless otherwise specified by option in paragraph 3.25.

3.11 DOORS AND WINDOWS

3.11.1 PASSENGER DOORS

-Passenger door shall comply with ADA requirements.
-Shall comply with FMVSS 217

3.11.2 KEYS

-Exterior access panels to the engine compartment, battery compartment, doors, and storage compartments shall be keyed. Passenger entry and exit doors can be electronically or mechanically locked.
-If engine compartment is not keyed, it should only be able to be opened with a release inside the vehicle
-Duplicate keys shall be furnished with each bus.

3.11.3 STEPS

-Shall comply with ADA guidelines.
-The material chosen for the stepwell construction must be compatible to the surrounding body structure.
-Square vertical leading edge of stepwell shall have a flat surface to provide a positive seal where doors contact stepwell or otherwise provide a positive seal for doors to prevent intrusion of water, dirt, wind, etc.

3.11.4 EMERGENCY EXITS

-Shall comply with FMCSR 393.61, 393.62, 393.63, 393.92.

3.11.5 PASSENGER WINDOWS

-Provided with fingertip control, permitting ready opening and adjustment to various desired openings. -Rattle proof and, when closed, waterproof and windproof.
-All windows shall be fitted with latching devices.

3.11.5.1 TINTING

-Chassis manufacturer's tinted windshield shall be furnished.
-Windows on the bus sides and in the rear door shall be tinted a neutral color, complementary to the bus exterior.
-Windows over the destination signs shall not be tinted.

3.11.6 WINDSHIELD DEFROSTING

-Shall comply with FMVSS 571.103, FMCSR 393.79, and SAE J381

3.11.8 WINDSHIELD WIPING AND WASHING

-Shall comply with FMCSR 393.78, and SAE J198

3.12 LIGHTS AND LIGHTING

3.12.1 EXTERIOR LIGHTING

-All exterior lights on the vehicle shall comply with ADA 1192.31, FMCSR 393.11, 393.19, 393.22, 393.23, 393.24, 393.25, 393.26, and SAE J589, and J910.
-All exterior lights shall be grounded with an insulated wire.
-The ground lead shall not be secured by the lamp fixture mounting screws or hardware.

-A terminal shall be attached to the wires by a simple mechanical crimp-type process that conforms to SAE J163.
-Ground terminal lugs shall be solder plated, cadmium, tin or zinc plated.
-Ground terminals should be clustered and shall be accessible for servicing.
-A serrated paint-cutting terminal shall be utilized to make proper contact when used on painted surfaces.
-When two wire lights are not commercially available, then ground return connections may be made to vehicle structure, frame or engine using the ground-return system (one wire systems per SAE J1292).
-Lights and reflectors shall not be mounted on rub rails or vehicle bumpers unless recess protected.
-All lights or powered components mounted on hinged covers or doors shall have a flex loop secured at both ends to allow for normal opening of cover without damaging wires.
-Clearance lamps shall be low-profile design or body recessed to prevent damage from tree limbs. -Armor shields shall not be supplied to protect lighting unless supplied commercially as standard equipment.
-All buses shall be equipped with three-wire combination side marker/turn signal lamps.
-The lamp shall be positioned below the passenger windows, nominally center of body or forward to the rear of the passenger door and driver's side window.
-All exterior housings of lamps, switches, electronic devices, and fixtures shall be corrosion resistant and weatherproofed.

3.12.2 INTERIOR LIGHTING

-Bus manufacturer's standard equipment.
-Interior illumination shall meet or exceed requirements of ADA 1192.31.
-Standard overhead interior lighting can be incandescent and shall be switched on when the entry door is opened and off with the door closed. The power circuit shall be limited to a maximum of 5 minutes on-time regardless of door position. A manual override switch may always be provided to allow the driver to leave the interior lights on so long as the ignition key is in the run or auxiliary position.
-Minimum of one dome light over the driver area controlled independently of other interior lighting with a separate switch.

3.13 ELECTRONICS/AUDIO VISUAL

3.13.1 RADIO

-AM/FM with USB, Aux, or Bluetooth Input radio shall be furnished -Minimum of two premium quality speakers shall be provided for every 3 rows of seats.

3.14 INTERIOR

3.14.1 AIR CONDITIONING SYSTEM

-The system capacity must be calculated as follows: (1) add together all evaporator capacities, (2) add together all condenser capacities, (3) add all compressor capacities. The BTUH/HR capacity stated must be the lowest added value.
-The system shall be electronically controlled and have the capability of self-diagnostics.
-Evaporator fan speed control and thermostat setting shall be digital and located in driver area.
-Minimum diagnostic outputs and system protections shall include high pressure, low pressure.
-Automatic tensioning compressor drive belt(s).
-Refrigerant compressor shall be a V-Type four or six cylinder or screw type transit compressor with an oil sump independent of the refrigerant system.
-All air shall pass through the evaporator filter system.
-Condensation drains shall be enough to evacuate all water accumulated in evaporator and prevent standing water.
-All system components subject to corrosion from moisture shall be aluminum, copper, stainless steel, galvanized, or epoxy coated.
-Condenser(s) shall be roof mounted.
-Evaporators can be free blow, ducted, or a combination to attain an even air flow and temperature environment.

3.14.1.1 AIR CONDITIONING INSTALLATION

-System components shall not interfere with or adversely affect chassis OEM and bus body systems, components, function, reliability, and fit.

-Installation of the evaporator(s) and ancillary equipment inside the vehicle shall be mounted away from the head impact zone as specified in FMVSS 222.
-System shall be installed on the assembly line in accordance with the A/C manufacturer's documented instructions.
-All lines, hoses, cables, wires, and harnesses shall be rigidly supported at distances not greater than 20-inches. Cable ties or straps of any kind shall not be used to support any lines or hoses. UV-resistant cable ties are acceptable only for bundling.
-All line, hose, cable and wires shall pass-through grommeted holes.
-All body penetrations shall be sealed with an elastomeric sealing compound if grommeting alone cannot provide a tight seal against the entry of water, fumes, or dust into the passenger compartment.-All mounting hardware shall be stainless steel or other corrosion resistant materials.
-No sheet metal screws shall be used in mounting equipment within contact of hoses.
-System charging and monitoring access ports shall be in areas where they will not be subject to damage from foreign objects while bus in motion. Ports shall be readily accessible without the need to remove components or permanently secured panels.

3.14.1.2 AIR CONDITIONING PERFORMANCE

-The BTUH/HR capacities shall be based upon the SAE individual component ratings including compressor, evaporator, condenser, and all ancillary refrigeration components.
-The evaporator shall be tested at 80 degrees F dry bulb/ 67-degree F wet bulb in 37 degrees F saturated evaporating refrigerant temperature versus air entering the evaporator.
-Condenser shall be tested at 95 degrees F with saturated refrigerant temperature as 45 degrees delta T.
-The following test must be used to validate air-conditioning performance:

- The bus must be heat soaked to 100 degrees F for not less than two hours in a controlled environment prior to testing.
- A relative humidity of 50% shall be maintained in the test chamber during testing.
- The system must cool the interior of the bus from 100 degrees F to 70 degrees F in no more than 30 minutes with the engine at an elevated RPM and all standard components of the bus and climate control system installed during the test.
- Interior temperature must be measured at not less than three points inside the bus along the centerline and located four feet above the floor.
- The minimum three points of measure shall be (1) three feet above the center pint of the horizontal driver seat surface, (2) at the longitudinal midpoint of the body, and (3) three feet forward of the aisle end.
- The temperature probes inside the bus must be within +/3 degrees F of the average temperature at the conclusion of the test.

3.14.2 HEATING

-Passenger compartment heating shall be provided using heat exchangers integrated into the air conditioning system or by auxiliary coolant-to-air heat exchangers with integral mounted fans to provide circulation in addition to the integral dash system.
-When heating is not incorporated into the air conditioning system it shall include a minimum of two heat exchangers with one mounted in proximity of the rear wall and a second nominally mid ship.

3.14.3 STOWAGE COMPARTMENT

-The bus manufacturer's largest forward bulkhead compartment shall be furnished. Compartment shall be used to store the fire extinguisher, and safety triangles.
-If all components will not reasonably fit, GSA Engineering will determine a suitable location in conjunction with the manufacturer during the first production vehicle inspection.

3.14.4 DRIVER'S AREA

-Driver's area shall include as a minimum:

- Shall comply with FMCSR 393.51
- All switches and controls shall be marked with easily read identifiers
- Ignition switch

- Push button start is acceptable if the power supply to the switch is controlled by a keyed switch or electronic recognition.
- Tilt and telescoping steering wheel/columnCruise control
- Engine coolant temperature indicating gauge
- Engine coolant temperature overheat warning light
- Low coolant level alarm buzzer
- Engine oil low pressure warning light
- Transmission temperature gauge or overheat warning light
- Fuel level indicating gauge
- Engine hour meter
- Transmission selector

3.14.5 INTERIOR MIRROR

-Minimum of one non-glare type mirror shall be mounted inside the bus with a reflective surface area of not less than 80 square inches with rounded corners. Driver shall be able to view complete passenger compartment through interior mirror.

3.15 FLOOR

3.15.1 FLOOR CONSTRUCTION

-Interior sub-floor shall be metal, covered with plywood.
-All wood and wood product ends shall be sealed and securely fastened to the metal stringers prior to be covered with matting.
-All surfaces exposed to weather shall be coated with a waterproofing substance such as undercoating or epoxy surfaces.
-All floor fasteners shall be of corrosion resistant materials.

3.15.2 FLOOR COVERINGS

Floor covering shall be permanently bonded to the sub-floor and shall be impervious to temperature changes. Bonding or adhesive material shall be waterproof, including joints and seams, and shall be of the type recommended by the manufacturer of the floor covering material.

3.15.3 WHEEL-HOUSINGS

-Wheel-housings, which protrude into the passenger compartment, shall be covered with the same matting used under the seats or a material equal in durability as the flooring material. The wheelhouse shall be designed in shape and strength so it may be used as a footrest.

3.16 WALLS

-The standard interior walls shall be manufacturers standard complying with FMVSS 571.302.

3.17 CEILING

-Ceiling panels shall be manufacturer’s standard

3.18 SEATS

3.18.1 DRIVER’S SEAT

OEM supplied driver’s seat shall be furnished

3.18.2 PASSENGER SEATS

-Passenger seating shall comply with FMVSS 571.217 and 222 seating and leg room requirements.
-Hip-to-knee room, measured from the front of one seat back horizontally across the highest part of the seat cushion, at the center of the seat, to the seat back or panel immediately in front shall be no less than 27-inches at all forward facing seating positions.
-Foot room, measured at the floor forward from a point vertically below the front of the seat cushion to an obstruction such as the driver barrier, shall be no less than 12 inches.
-Seats immediately behind the wheel housings may have foot room reduced, provided the wheelhouse is shaped so that it may be used as a footrest.
-3-point restraints shall be supplied if required under FMVSS for bus GVWR.

3.19 SAFETY

3.19.1 BUMPERS

-Front and rear bumpers shall be manufacturer's standard metal
-Bumpers shall not contact body
-Bumpers shall be painted, e-coated, or anodized on all sides prior to installation.
-Back surface of bumper can be epoxy primed in the absence of top coating if not visible during normal operation.

3.19.2 STANCHIONS, BARRIERS, AND GRAB RAILS

-Barrier panels shall be furnished between the stepwell and the passenger seats and immediately behind the driver's area.
-The installation of the driver's barrier shall not interfere with the full reward motion of the driver's seat.
-ADA compliant handrails are required at the front and rear of the passenger entrance shall be arranged to safely assist passengers entering or leaving the bus
-All stanchions and grab rails shall be ADA compliant stainless steel, epoxy coated, or padded injection-foam covered tubing. If padded tubing is used, the foam must meet all FMVSS requirements and be vandal resistant transit quality material. Opaque barriers shall be covered with the same material as the wall covering unless formed from injection molded plastic.
-All stanchions, barriers and grab rails shall be attached to tapping plates in walls, floor and ceiling if no structural members are available.

3.19.3 EMERGENCY EQUIPMENT

-Shall comply with FMCSR 393.95 and the Delivery State requirements.
-Fire extinguisher furnished shall comply with the requirements of the State in which the bus will be operated.
-First aid kit shall comply with the requirements of the State in which the bus will be operated.

3.20 SUSPENSION

3.20.1 GROSS VEHICLE WEIGHT RATINGS

-Vehicle GVWR's shall be the chassis manufacturer's published ratings.
-Component and vehicular ratings shall not be increased to meet the requirements of this Specification.
-When published ratings are not available, verification of rating shall be made available upon request by the Government.

3.20.2 REAR SUSPENSION

-Manufacturers Standard
-Minimum of one shock absorber per wheel end

3.21 TIRES AND WHEELS

3.21.1 TIRES

-Shall comply with FMVSS 571.119 and 571.120
-Tubeless, steel belted radial tires with highway tread and a minimum speed rating of 75 mph.

3.21.2 WHEELS

-Wheel/Tire size and ply rating shall be the same for all wheels/tires.
-Shall be manufacturer's standard color

3.22 MISCELLANEOUS

3.22.1 OPERATION MANUALS & 1398 FORM

-Operation manuals shall be furnished with each bus.
-The Contractor shall fully complete and affix a GSA Form 1398 to the vehicle in the Driver's area. The exact location shall be agreed upon during the First Production Vehicle Inspection by both the Contractor and GSA Quality Assurance Branch Representative assigned to the facility

3.22.2 SERVICING AND ADJUSTING

-Prior to acceptance of the vehicle by the Government, the Contractor shall inspect, service and adjust each vehicle for operational use in accordance with an approved manufacturer's prescribed pre-delivery servicing form.
- The in-transit mileage accumulation on vehicles driven from the assembly plant to the receiving location shall be recorded and the start of warranty coverage adjusted to begin once the bus reaches the destination address.
-The areas to be inspected and adjusted, if necessary, shall include as a minimum:

- All fluids and fuel tank(s) shall be full.
- Alignment of headlights.
- All engine adjustments.
- Electrical and brake systems.
- Filling and charging of batteries.
- Alignment of front wheels.
- Inflation of all tires.
- Complete lubrication of body, chassis, engine and running gear with grade of lubricants recommended for the ambient air temperature at the delivery point.
- Servicing of the cooling system with a solution of ethylene glycol type antifreeze and water in equal parts by volume.
- Servicing of the windshield washer reservoir with water and appropriate additives.

3.26 GENERAL WORKMANSHIP REJECTION STANDARDS

The following shall be reason for rejection:

- A rough, sharp or unfinished edges, burrs, seams, corners, joints, cracks, and dents. Sharp corners and edges shall be either rounded or padded to prevent injury to personnel.
- Interior cleanliness: vehicle interior should not contain trash or manufacturing debris (spare screws, bolts, rivets, etc).
- Panels, non-uniform with edges that are not radiused, beveled, etc.
- Final stage manufacturer's paint shall be free of dirt and have minimal runs, sags, orange peel, "fish eyes", blisters, bubbles, chips, scratches, cracks, gouges, over-spray, peeling, chemical stains, water spots, and any other imperfection or lack of complete coverage.
- Body panels or components that are uneven, unsealed, or contain cracks, dents or have voids.
- Misalignment of body fasteners, glass, viewing panels, light housings, items with large or uneven gaps or spacing and doors, body panels, and hinged panels.
- Improper body design or interface with the chassis that could cause injury during normal use or maintenance.
- Improperly fabricated, routed, supported or secured hoses, wires, wiring harnesses and mechanical controls.
- Loose, vibrating, abrading body parts, components or subassemblies.
- Interference of chassis components, body parts, doors, etc.
- Leaks of any gas or fluid lines, (AC, coolant, oil, etc.)
- Sagging, non-form fitting upholstery or padding.
- Incomplete or incorrect application of rust proofing/undercoating.
- Inappropriate or incorrect use of hardware, fasteners, components, or methods of construction.
- Incomplete or improper welding, riveting. Welded, bolted and riveted construction utilized shall be in accordance with the highest standards of industry using certified welders.
- Improper body design or interface with the chassis substructure that could cause injury during normal use or maintenance, and which fail to provide access to perform routine or mandatory repairs or maintenance on vehicle electrical and mechanical systems. In addition, the improper combination of options by their combination and installation are inherently incompatible with regard to function or safety.
- Visual deformities and equipment malfunctions.
- Lack of uniformity and symmetry where applicable.
- Unsealed appurtenances or other body components, gaskets, etc.
- All exterior surfaces shall be smooth and free of wrinkles and dents.
- In addition, any deviation from the requirements or any other item, whether stipulated herein, that affects form, fit, function, durability, reliability, safety, performance or appearance shall be cause for rejection.

3.27 IDENTIFICATION OF VEHICLES

The Contractor must show the applicable GSA Purchase Order number on the carrier's freight bill or other document used in the delivery of vehicles awarded f.o.b. destination under this solicitation. This information is essential to the consignee for identification purposes. Vehicles will not be accepted by the Government without this identifying number

3.28 CERTIFICATE OF ORIGIN OR BILL OF SALE

The manufacturer's Certificate of Origin or Bill of Sale for each vehicle procured shall be provided to the purchasing agency. The front of the document shall show the applicable RPN number shown on the Motor Vehicle Delivery Order. Non-OEM resellers must reassign the document to the purchasing agency listed in the Consignee Mailing Address shown on the Motor Vehicle Delivery Order. The document shall be forwarded to the Consignee Mailing Address shown on the Vehicle Delivery Order prior to shipment. Vehicle title/registration and safety/emission tests are the responsibility of the requisitioning agency.

3.29 WARRANTY REQUIREMENTS

Warranties in this document are in addition to any statutory remedies or warranties imposed on the Contractor. Consistent with this requirement, the Contractor shall warrant and guarantee to the Government each complete bus vehicle and specific subsystems and components according to the following provisions. The Contractor shall be fully responsible for warranty administration for any and all warranty periods. The Contractor shall have an authorized service representative assigned to assist the Government warranty administration.

3.29.1 COMPLETE BUS VEHICLE

The Contractor shall warranty and guarantee the bus for the same time and mileage durations as publicly published and furnished to non-Government buyers. The Contractor shall be responsible for all defects, parts failure or malfunction due to design, construction or installation errors, defective workmanship, and missing or incorrect parts. The warranty period shall begin upon delivery and acceptance at the final delivery point and exclusive of accumulated drive away mileage. The Contractor shall be fully responsible to ensure the bus is delivered free of defects and in ready of use condition at the time of delivery. If the vehicle is found to have deficiencies the Contractor will resolve those prior to final delivery.

3.29.2 SUBSYSTEM AND COMPONENTS

If the Contractor receives from any supplier or subcontractor additional warranty coverage on the whole or any component of the vehicle, in the form of time and/or mileage including any pro rata arrangements, or the Contractor generally extends to his commercial customers a greater or extended warranty coverage, including anti-corrosion, powertrain, or emission, the Government shall receive corresponding warranty benefits if warranted by their manufacturer for a period longer than that required by the contract.

3.30 EXCEPTIONS TO WARRANTY

The warranty shall not apply to scheduled maintenance items and items furnished by the Government, except insofar as such equipment may be damaged by the failure of a part or component for which the Contractor is responsible.

3.31 DETECTION OF DEFECTS

If the Government detects a defect within the warranty periods, it shall promptly notify the Contractor's representative. Additionally, warranty repairs shall begin no more than 3 business days or 5 calendar days after vehicle has been presented for repairs. If the repairs have not been approved by the Contractor within that period of 10 days, the Government shall consider the contractor, and it's authorized service center in breach of the contract, and the government may exercise all remedies including, but not limited to, seeking a third party to repair the vehicles and demand reimbursement for all related expenses from the contractor that sold the vehicle to the government.

3.32 SCOPE OF WARRANTY REPAIRS

-The offeror must disclose all restrictions placed upon the Government to comply with the warranty coverage.

-The offeror must operate a factory authorized parts and service center (to include 3rd party factory approve cross service agreement subcontractors) within a 100 mile geographic radius of the final destination delivery location to support the commercial warranty. The contractor is required to disclose whether or not they can meet this requirement within five (5) working days of the receipt of the requisition/order to the contracting officer/contracting specialist.

-The offeror must disclose whether they offer towing and transport services at no cost to the Government during the factory warranty period. If there is an additional charge for this service, the offeror must indicate the per mile transport charge.

-All factory installed components that have a commercial warranty that exceeds the Federal minimum "bumper to bumper" commercial warranty provided by the manufacturer, shall be itemized by part/component noun name and manufacturer.

3.33 FLEET DEFECTS

A fleet defect is defined as cumulative failures of any kind in the same components in the same or similar application where such items are covered by the warranty and such failures occur within the warranty period in at least 10 percent of the vehicles delivered under this contract. The Government shall have final approval of corrections or changes under these conditions.

3.34 INTENDED USE

The Government in transporting personnel or cargo intends the vehicles covered by this Standard for general non-tactical use. Intended operation is on paved roadways with some semi-improved road surface use.

3.35 REPAIR PARTS AND SERVICE

Continuous operation of the buses is of utmost importance. It is necessary that the Contractor be able to render prompt service by furnishing a list of branch offices or agencies where complete stocks of repair parts are maintained and can be secured within a reasonable time after ordering by part number from the manufacturer's part books. Parts such as body panels, window assemblies excluding glass panels and windshields, doors, seats, seat covers, engines, and transmissions must be shipped within 30 days from order. All other parts must be shipped within 10 days from order. Parts shall be available for a period not less than 10 years from the date of delivery.

3.36 DOMESTIC USE

When vehicles are used within the fifty States of the United States, the District of Columbia, Puerto Rico, American Samoa, Guam, The Republic of Palau, the Federated States of Micronesia, the Commonwealth of the Northern Mariana Islands, the Republic of the Marshall Islands , and the Virgin Islands, the warranty shall include the furnishing, without cost to the Government (FOB contractors nearest dealer or branch to vehicle's location or station), of new parts and assemblies to replace any that failed or malfunctioned within the warranty period. In addition, when the Government elects to have the work performed at the contractor's plant, branch, dealership, or with the contractor's approval (i) to correct the supplies itself; or (ii) to have them corrected by a commercial garage facility; the cost of the labor involved in the replacement of the failed or malfunctioned parts or assemblies shall be borne by the contractor.

3.37 FOREIGN USE

When vehicles are used outside the fifty States of the United States, the District of Columbia, Puerto Rico, and the Virgin Islands, the warranty shall include the furnishing of new parts or assemblies to replace any returned to the Contractor by the Government that failed or malfunctioned within the warranty period. The replacement parts or assemblies shall be delivered by the Contractor to the port of embarkation in the United States operator may locate and read it easily.

4. Quality Assurance Provision

4.1 VERIFICATION

The Contractor shall verify compliance to the requirements herein prior to first vehicle production release. Verification may be in the form of drawings, instructions, test results, vendor documentation, certifications, or design analytical data. Acceptance of designs by the Government does not relieve the Contractor from responsibility to meet all the requirements and specifications herein, whether reviewed by the Government or not. It shall be the Contractor's responsibility to assure all production documentation results in the production of vehicles that are in compliance with these requirements and specifications.

4.2 FIRST PRODUCTION VEHICLE INSPECTION

The first vehicle produced under this Standard for each Standard Item Number shall be inspected by the Contractor at his plant under the direction and in the presence of Government representatives.
The purpose of the inspection shall be to confirm vehicle conformance with the contract.
Acceptance of the first production vehicle shall not constitute a waiver by the Government of its rights under the provisions of the contract.

4.2.1 VEHICLE WEIGHT

The vehicle shall be weighed to determine the curb weight and the distribution on the front and rear axles.

4.2.2 ROAD TEST

Vehicle shall be examined, and road tested by the Contractor, less payload, on highways and roads for not less than 10 miles to assure that the vehicle will operate in accordance with the contractual requirements

4.2.3 WATER SPRAY TEST

All buses must be water tested. The manufacturer's standard test shall be used. The Government reserves the right to require more stringent testing if in-service water issues are encountered. The frequency of testing may be reduced, and the process modified at the discretion of the GSA Industrial Operations Analyst based on a history of previous successful tests.

There shall be no significant water leakage into the bus interior or exterior compartments with the following exceptions:

- A minimal amount of water can enter at the passenger entry and exit door seals so long as there is a designed path to move the water out of the bus without the door having to be opened and the water shall no collect or puddle at any point. The bottom step shall be the only one location in the well area to get wet when water does enter during normal operation of the bus.
- A minimal amount of water can enter at any window that is not a fixed-position, non-vented type. Water that enters from a slider rail or at a glass pane joint must be routed through a deliberately designed exit path and not puddle or allow the passenger compartment to get wet. Water that has entered must not flow across glass surfaces at any time

4.2.4 FAILURE

Failure of the first production vehicle to meet requirements of the contract shall be cause for the Government to refuse acceptance of all vehicles under contract until corrective action has been taken.

4.3 INSPECTION OF PRODUCTION VEHICLES

The Contractor's inspection system shall at a minimum assure that the vehicle conforms to the physical and dimensional requirements and is capable of meeting performance requirements specified herein.
For each vehicle under contract, the Contractor shall make available to the Government, at the point of final acceptance records acceptable to the Government indicating that the servicing, adjusting, and water spray test have been accomplished.

4.3.1 REJECTION

Deficiencies of workmanship and nonconformance to any requirements of the contract shall be cause for rejection until corrective action has been taken

5. NOTES

5.1 ORDERING DATA

This standard reflects information on commercially available buses which have been segregated into classes to provide for competitive acquisition. This information is reflected as side-by-side model comparisons on the General Services Administration's website. Purchasers must use the AUTOCHOICE web site accessible at: www.gsa.gov/automotive to select vehicles, colors, and delivery options.

5.2 DEVIATION FROM FEDERAL STANDARD

An Agency requesting a vehicle or equipment not identified in AutoChoice should consult with the Contract Specialist for the assigned commodity to determine availability. All requests for systems and equipment not identified in the Standard are reviewed by GSA Engineering to determine the appropriate application.

5.3 CHANGES AND NOTICES

Requests for changes or additions to the Federal Vehicle Standard, along with rationale, should be sent to the General Services Administration, 1800 F St NW, Washington, DC 20006, for appropriate action. The requesting agency will be informed of the action taken.
Military Review Activities:

- Air force 84-99
- Army – AT – CE
- Navy – YD – MC
- Defense Logistics Agency
- CIVIL COORDINATION & PREPARING ACTIVITY:
- GSA-FSS-FFAE
- CIVIL AGENCY REVIEWING ACTIVITIES:
- Agriculture-FS-ARS-NRCS-APHIS
- DC Government
- Interior BLM-Reclamation
- State AID
- Transportation – CG
- Treasury – IRS – Sec. Svc. – Customs – ATF
- Energy – BPA
- Commerce – NOAA
- Justice – INS, FBI
- EPA, TVA, VA
- Army – Air Force Exchange Service

This document may be downloaded at no cost from the Internet at:
WWW.GSA.GOV/AUTOMOTIVE

Comments, information, and questions should be sent to:
Chief, Automotive Engineering & Commodity Management Branch (QMDAA)
Office of Motor Vehicle Management
General Services Administration
1800 F St NW
Washington, DC 20006
Telephone: 703.605.2277

3.0 Requirements

3.25 Options

Options are requirements that may be selected to modify the standard configuration bus. These options do not supersede, relax, or otherwise change the minimum requirements unless specifically stated.

1611 OEM EXPORT DOCUMENT FEE- when code 1611 is specified, A GSA Form 1611 shall be completed and submitted by the contractor per the instructions on the form.

3WSK- TRI-WHEEL SCOOTER SECUREMENT KIT- USE WITH LIFT PACKAGE – requires Q'Straint scooter mounting kit Q5-7583-A to be furnished individually. This option will secure one scooter per unit requested.

ACLS – AUTOMATIC CHASSIS LUBRICATION SYSTEM – requires the installation of a central distribution type automatic lubrication system such as Interlube AC1 or higher. System must be capable of supplying all lubrication points of the chassis, suspension, body, and subsystems excluding driveshafts. Distribution unit shall be installed under body in proximity of the battery box or in a location such as in the engine compartment where it will not be subject to road debris. All chassis and suspension spring shackles, spring ends, ball and socket joints, bushings, pins, brake cross-shafts, and slack adjusters shall be a grease requiring type and supplied with a metered amount of lubrication by the system.

AF1- CHASSIS MANUFACTURER'S MAXIMUM AVAILABLE FUEL TANK(S) – requires the installation of the chassis manufacturer's 100 gallon fuel tank.

AICE- CHAINS-TIRE-AUTOMATIC – requires air operated tire chains to be added to the rear axle with the control switch mounted in driver's area with identification label and operation indication.

ALW- ALUMINUM WHEELS – requires front and rear outside hub piloted bright finish chassis OEM, ALCOA , or AccuRide Accu-Shield aluminum wheels, applicable mounting nuts, bright-finish center caps, and bright-finish nut covers to be furnished ILO the standard steel disc assemblies.

AM6-AUTOMATED MANUAL TRANSMISSION 6-SPEED – requires the substitution of the standard equipment planetary type transmission with an automatic operating clutch and shift manual transmission. The transmission must have no less than six forward speeds. The transmission fluid must be synthetic and meet or exceed the requirements of the transmission manufacturer.

AST- TWO STAGE AIR CLEANER – requires a filter arrangement with a primary and secondary filter or a cyclonic particle diffuser and paper element, combination filter.

AVSC- AUTOMATED VEHICLE STABILITY CONTROL – requires chassis OEM electronic vehicle stability package utilizing motion and wheel sensors and manipulating braking and power transmission to enhance vehicle stability.

AWD- OEM ALL WHEEL DRIVE – requires an all wheel drive chassis in place of the standard two-wheel drive version of the standard unit. If the standard chassis used for the Standard Item Number is not available, an equal model of the same manufacturer must be used in its place. The GSA load and weight capacities must be met or exceeded.

Passenger entrance requirements:

1. The passenger entrance well shall remain as standard construction.

2. The first step height as measured from the ground on a level surface to the top face of the step tread shall not exceed 16-inches.

3. If the tread height is greater than 16-inches an automatic step must be added to reduce height. Subsequent steps shall not exceed 11-inches. The manufacturer will determine the number of steps required to meet the requirement.

BA- BRAKES-AIR – requires upgrade of braking system from hydraulic to drum type air. The system must include the following components:

a. Air Storage Tanks – shall be appropriately rated for application and mounted in such a way to maintain drains at the lowest point for proper water evacuation.
b. Automatic Moisture Ejector – the first air storage tank (wet tank) after the air dryer shall be equipped with a heated, automatic, moisture-ejector. All other air tanks shall be equipped with a brass or stainless steel, ¼-turn ball valve drain. The moisture ejector shall be protected from debris damage or accumulation by shielding.
c. Air Dryer with replaceable, spin-on cartridge, desiccant air dryer; Meritor Model SS1200 or Bendix AD-IP shall be furnished on all air systems and installed per compressor and air dryer manufacturer's recommendations.

BAC2 - LITTER PATIENT TRANSPORT PKG DOUBLE LOAD DOOR - requirements include the following:

1. Shall include Options SAF, and SAR. Ambulatory passenger capacity may be reduced.
2. 11-rows of track-mounted removable bench seats with quick fold-up/fold-down mechanisms.
3. The first six rows of seats are 34-inches wide
4. Rows 7 through 10 are 30-inches wide
5. Eleventh row consists of two removable forward facing jump seats, mounted one per side in the rear of the bus positioned to provide unobstructed clearance while rear door is open for loading and unloading operations.
6. Fittings/hardware for 12 litters, six per side, three and three suspended from grab rails mount to the ceiling and secured to side wall by dedicated, quick release clamps.
7. Lockable storage compartment in the right rear overhang large enough to litter fittings/hardware for 12 litters. Items shall be stored on a rollout tray meeting the following requirements:
8. Tray shall be fabricated from .190 thick, 5052 aluminum.
9. Shall be approximately 50 ½ inches wide by 21-3/4 inches deep by 7 inches high.
10. Corrosion resistant ball bearing slides rated at not less than 300 lbs. each
11. Sedan type double rear loading-door shall be provided that is large enough allow for easy passage of an attendant and patient on stretcher with hold open feature capable of maintaining full open position until closer is demanded by operator. Door holder shall be fixed to remain in position to not allow rear doors to contact lights or body. Rear loading door is not required to be keyed alike to match other locks if not practical.
12. Tinted split sash school bus windows tinted to allow no more than 6% light transmission.
13. A single quartz halogen floodlight positioned over rear loading door angled down in such a way as to light the entire length of the loading ramp.
14. "Slide Away" manually operated 10-foot long by 26-inch wide rear-loading ramp with an all-weather non-skid surface stored beneath floor under rear doors and rated at not less than 1,500 lbs.
15. Grab rails on both sides of entrance door stepwell.
16. Evenly spaced dome lights throughout the passenger compartment beginning at the first row of seats. May be a single row with a candlepower of not less than 21 per fixture or double rows not less than 15 candlepower per fixture.
17. Modesty panel behind driver may be omitted.
18. Body length may be different than that shown for the standard equipment bus due to the specialized requirements included with this option.
19. Rear tow hooks not required due to ramp installation.
20. Fuel fill may be recessed when a side frame mounted fuel tank must be furnished due to vehicle design limitations

BADA - BRAKES-AIR-DISC-ALL WHEEL ENDS – requires the upgrade to the standard foundation air drum brakes to air discs as all wheel ends. The system must include the following components:

a. Air Storage Tanks – shall be appropriately rated for application and mounted in such a way to maintain drains at the lowest point for proper water evacuation.
d. Automatic Moisture Ejector – the first air storage tank (wet tank) after the air dryer shall be equipped with a heated, automatic, moisture-ejector. All other air tanks shall be equipped with a brass or stainless steel, ¼-turn ball valve drain. The moisture ejector shall be protected from debris damage or accumulation by shielding.
e. Air Dryer with replaceable, spin-on cartridge, desiccant air dryer; Meritor Model SS1200 or Bendix AD-IP shall be furnished on all air systems and installed per compressor and air dryer manufacturer's recommendations.

Federal Standard 833P, Appendix A

BBGR - REAR BAGGAGE COMPARTMENT – requires a rear luggage compartment measuring full nominal interior width and height of bus and not less than 28-inches deep shall be furnished. Interior height of compartment can be reduced to accommodate air-conditioning evaporator. Locking entrance doors to the compartment shall be supplied at the rear of the bus and measure not less than 30-inches wide and 54-inches high. A step bumper painted to match bus body color or painted black shall be furnished to accommodate entry to luggage compartment. This option will reduce passenger-seating capacity.

BCA- BUS-CHILD-ACTIVITY - requires the bus comply with NHTSA definition of Multifunction School Activity Bus (MFSAB) including the deletion of the stop arm, flashing light system and all school bus markings except for those required by the State in which it will be operated. Bus shall be configured to child passenger conforming to Activity Bus requirements. Exterior color shall be bright white with rub rails painted to color required by the state to which it is delivered. Seating shall be highback, fixed back, vinyl cover, Freedman Family seats without arm rests. The overall seating capacity is reduced when the standard bench 3 x 3 seating is replaced by the individual highback 2 x 2 seating.

BFEA- BUMPER-FRONT-ENERGY ABSORBING - requires the substitution of the standard equipment front bumper for an impact energy absorbing HELP or TRANSPEC composite bumper.

BFST- BARRIER-FULL HEIGHT-TRANSLUCENT – requires the standard driver's area barrier to be substituted by full height Lexan, smoked charcoal or bronze color, translucent, driver's barrier. Color shall harmonize with bus interior. Translucency shall be approximately 50%. The barrier shall minimize glare and reflections in the windshield directly in front of the barrier from interior lighting during night operation. The barrier shall extend from the floor to the ceiling and shall fit the bus side windows, wall, and ceiling panels to prevent passengers from reaching the operator or the operator's personal effects. Nominal (less than 6") gaps between barrier and floor/walls/ceiling for airflow are acceptable provided driver's area remains protected. The barrier shall comply with all ADA requirements.

BIF-FABRIC SURFACE INTERIOR SIDE PANELS-requires ceiling panels and walls to be covered with medium grey padded, woven, stain resistant, industrial cloth fabric or carpet.

BOI-BUS OPTIONAL INSULATION PACKAGE-requires all bus and chassis manufacturer's optional insulation packages including but not limited to all available firewall insulation, minimum R-value of 5 and shall fill all cavity areas and voids in outer and inner walls, outer, and inner roof , and roof bow hat sections.

BREA- BUMPER-REAR-ENERGY ABSORBING - requires the substitution of the standard equipment rear bumper for an impact energy absorbing HELP or TRANSPEC composite bumper. This Option is not available with Option BBGR.

BRL- INDIVIDUALLY CONTROLLED READING LIGHTS - individually controlled reading lights, one per seating position shall be furnished. Lights can be mounted in pairs but must be fully adjustable to meet individual focus requirements.

BSI- SIGN- DESTINATION- ROLLER FRONT - requires the largest available display area, forward-facing, glass-faced, illuminated, internal to body, sign compartment and full width roller curtain display with white background sign material printed with customer designated information.

BSIE- SIGN-DESTINATION-ELECTRONIC-FRONT - requires largest available, display area, forward-facing, glass-faced, internal to body, sign compartment with LED display characters 4 inches in height or taller. All programming software and patch cabling shall be included with this package. If a programming tool other than a laptop computer is required, it shall be furnished with this package.

BVTS - BOTTOM VENT TRANSIT SLIDER – requires all passenger window slider vents to be oriented in the bottom 1/3 of the window pane. The window glazing shall be tinted and tempered safety glass.

BWP- ADDITIONAL WHEELCHAIR POSITIONS - requires the addition of one wheelchair position to be added to wheelchair lift options. This option increases the number of wheelchair positions by one. Multiples of this option can be requested. All positions shall comply with FMVSS 571.210, 222, 403, 404.

CARM – CONDENSER AIR CONDITIONING ROOF MOUNTED – requires the relocation of the air conditioning condenser to the roof. The condenser and total system capacity shall remain the same or greater when this option is required.

CM-CARPETED FLOOR COVERING - requires closed loop, industrial grade, stain resistant, treated carpeting in lieu of standard flooring. Standard color is medium grey. Aisle shall remain standard material.

CNG- DEDICATED COMPRESSED NATURAL GAS - requires a dedicated, compressed natural gas engine and fuel system in place of standard diesel-fueled engine. The fuel system and installation shall comply with all applicable FMVSS, FMCSR, and National Fire Code requirements. The storage cylinders shall equal not less than 4800 SCF on vehicles with a GVWR at or below 21,000 lbs, and 7600 SCF on larger vehicles.

COBB- ONBOARD BATTERY CHARGER – requires a permanently mounted self-regulated charger designed to maintain battery state of charge. The power supply for charger shall be combined with propulsion engine block heater.

CPFS-CEILING PADDED FABRIC SURFACE-requires ceiling to be covered with medium gray padded, woven, stain resistant, industrial cloth fabric or carpet.

CPT- CUSTOM COLOR PAINT- requires any single stage solid color offered by the Contractor in lieu of standard color bright white. A DuPont or other brand product code must be provided to the Contractor at the time of order when requesting this option. This option covers the vehicle except for the roof, which shall remain white.

CS Codes - Exterior Luggage Compartments:

a. Multiple storage boxes can be ganged to comply with the following cubic foot requirements.

b. All compartments shall be mounted curbside only.

c. All luggage compartments shall be illuminated and shall have a carpet, rubber, or vinyl covered floor unless made of corrugated aluminum, corrugated stainless steel, or corrugated galvanized steel.

CSU1- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 12 CUBIC FEET – requires underfloor baggage compartment with a minimum of 12-cubic feet.

CSU2- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 16 CUBIC FEET – requires underfloor baggage compartment with a minimum of 16-cubic feet.

CSU3- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 20 CUBIC FEET – requires underfloor baggage compartment with a minimum of 20-cubic feet.

CSU4- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 24 CUBIC FEET – requires underfloor baggage compartment with a minimum of 24-cubic feet.

CSU5- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 28 CUBIC FEET – requires underfloor baggage compartment with a minimum of 28-cubic feet.

CSU6- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 32 CUBIC FEET – requires underfloor baggage compartment with a minimum of 32-cubic feet

CSU7- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 36 CUBIC FEET – requires underfloor baggage compartment with a minimum of 36-cubic feet.

CSU8- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 40 CUBIC FEET – requires underfloor baggage compartment with a minimum of 40-cubic feet.

CSU9- COMPARTMENT-STORAGE-UNDERFLOOR-MINIMUM 44 CUBIC FEET – requires underfloor baggage compartment with a minimum of 44-cubic feet.

CTD – COMPRESSOR AIR CONDITIONING UPGRADE TO TRANSIT TYPE – requires replacement of the standard equipment dual swash plate compressors by a single or multiple compressors from the list below. The BTUH capacity shall equal or exceed the dual swash plate compressors replaced.

Federal Standard 833P, Appendix A

The following compressors are acceptable for this requirement dependent on application:

- Bitzer Models: F400 and 4NFC
- Carrier Model: 05K and 05G
- Thermo King Model: X430
- Bock Model: FK40 and FK50
- Valeo: TM65 and TM55

CWPA - COLD WEATHER PACKAGE-BASIC BUS-requires the addition of the following:

1. One auxiliary heater in the passenger compartment with an output capacity of not less than 80,000 BTU's.
2. Minimum of one fuel fired heater designed to function as a cooling system preheater and supplemental heat source while the engine is running. Heater shall be minimum of 20,000 BTU on vehicles less than 21,000 lbs GVWR and minimum 40,000 BTU on larger vehicles.
3. All required additional coolant pumps and controls.
4. Heated step tread for the bottom entry step.
5. Passenger entry stepwell, forced air heater designed to defog the entry door glass.
6. OEM Engine block heater.
7. Bus Optional Insulation Package as described in option BOI.
8. Entry Step Heated as described in option ESH
9. Water Resistant Wood Flooring as described in option WWF
10. Noise Reduction Package as described in option NR
11. Exterior Rearview Heated Remote Mirrors as described in option RM6
12. Heated Fuel/Water Separator, when available from chassis OEM (diesel engines only)

CWPB - COLD WEATHER PACKAGE-BUS- requires the inclusion of the following:

1. One auxiliary heater in the passenger compartment with an output of not less than 80,000 BTU's.
2. Minimum of one fuel fired heater designed to function as a cooling system preheater and supplemental heat source while the engine is running. Heater shall be minimum of 20,000 BTU on vehicles less than 21,000 lbs GVWR and minimum 40,000 BTU on larger vehicles.
3. All required additional coolant pumps and controls.
4. Heated step tread for the bottom entry step.
5. Passenger entry stepwell, forced air heater designed to defog the entry door glass.
6. OEM Engine block heater

CWR- COMPONENT WARRANTY REGISTRATION – requires the Contractor to register all components that require registration to begin warranty coverage or validate start mileage or time. The registration must reflect the date and mileage at the time of delivery as recorded at the final destination. The Contractor's agent is responsible for collecting any information required for the registration and will not involve any parties of the Government to facilitate completing the documentation.

Federal Standard 833P, Appendix A

DA- DELETE AIR CONDITIONING – requires the complete deletion of the standard equipment air conditioning and requires two driver's fans be installed on opposite sides of the bus for driver comfort. This option also deletes the requirement for a white roof unless option WPT is also selected on 200 series buses.

DAS- DELETE AIR SUSPENSION – deletes the requirement for an air suspension system on the vehicle.

DCT- DELETE CONSPICUITY TAPE ON ADULT BUS – requires the standard equipment white conspicuity tape to be removed from bus leaving only reflectors required to meet FMVSS requirements.

DDSS- DELETE DRIVER'S SUSPENSION SEAT – when selected the driver's seat shall be fixed rather than air-suspended.

DLS- DIFFERENTIAL-LIMITED SLIP – requires substitution of the standard open differential for the axle manufacturer's slip limiting or locking type differential.

E85- ETHANOL FLEXIBLE FUEL – requires adding the ability for the primary propulsion engine to use a fuel mixture containing as much as 85% ethanol and 15% gasoline and commonly known as E85 in the United States. This option requires first selecting the gasoline engine option GAS which replaces the standard equipment diesel engine with one that operates on commercially available gasoline. Option E85 is the incremental difference between option GAS and the addition of being a flex-fuel capable vehicle.

ECB- ENGINE COMPRESSION BRAKE - requires a system that opens all or some of the engine exhaust valves near the end of the compression stroke, thereby converting vehicle motion to a pumping loss (engine compression break). Partial exhaust valve cycle is also acceptable for this function. Operator control shall be a dash mounted switch shall be provided to activate, modulate, or cut the brake augmentation. The switch shall be marked to indicate its position. When active, the system shall be automatically activated by means of conventional driving controls to apply retardation during vehicle deceleration, and deactivate in other operating modes.

EFSF- ECO FRIENDLY RECYCLED YARN SEAT FABRIC – seat covers furnished must be made from 100% recycled yarn and a minimum of 80% post consumer plastic water bottles. Material must meet FMVSS safety standards.

ELDI- EXTERIOR LIGHTING DOWNGRADE TO INCANDESCENT – requires removing all exterior LED lamps and replacing them with incandescent where practical and if typically available from the bus manufacturer.

EPF – ENGINE PROPANE FUELED – requires replacing the standard equipment diesel engine with a direct-injected, dedicated, propane fueled engine and all subsystems required. This option deletes the requirement for the engine block heater, intake air restriction indicator, automatic 5-minute idle shutdown, and shore power requirements if no other alternating current consumer is requested. Option EPF is the incremental difference of replacing the standard diesel engine with a spark ignition engine designed to operate solely on propane fuel and includes any and all storage vessels and controls to complete the modification. Some options may not be available in conjunction with this engine choice.

ESH- ENTRY STEP-HEATED – requires a heated entry step to melt/prevent snow and ice from forming. Step may be heated by means of a thermal balance electric grid embedded in the non-skid step face, engine coolant circulated under the stepwell housing, or for folding ramps, by heated blowers. Electric grid operation shall be controlled thermostatically or by a manual switch marked and located in the driver's area. Coolant heated step shall be controlled by means of a ¼ ball valve located to prevent accidental damage and marked to locate.

EXB – ENGINE EXHAUST BRAKE – requires an exhaust brake installation such as a PAC Brake or a variable pitch turbo charger. This installation shall be done in compliance with engine manufacturer's recommendations and include all necessary hardware to complete the installation.

FFP – HEATER-COOLANT-FUEL FIRED – requires the installation of a fuel-fired engine coolant pre-heater with a minimum of 40,000 BTU output. Heater shall be installed in a dedicated storage box under the bus body. The heater may be installed in the engine bay of large coaches to conserve underbody storage. Controls shall be located in the driver's area. Heater shall be programmable as a pre-heater as well as a heat supplement when the propulsion engine is in use.

FFS- FUEL/WATER SEPARATOR, HEATED- requires fuel/water separator with a replaceable filter element or cartridge rated no larger than 30 microns, a drain valve that allows for water and debris to be drained from the lowest point of the unit, a water sensor warning light and heated with thermostatic control.

FL-FLAT FL BUS W/NO WHEEL HOUSE INTRUSION IN PASS AREA – requires no rear wheelhouse intrusion in passenger area. Minimum interior height shall not be reduced. Low profile tires can be used to lower overall height of bus.

FLP-TRANSIT STYLE INTERIOR LIGHTING PKG-requires minimum one row of fluorescent or LED light fixtures installed center of aisle or integrated into overhead parcel racks if requested by option. The fixtures shall extend as far to the rear of the bus and as far forward as possible in a continuous assembly. Lens material shall be clear polycarbonate. Lens shall be designed to effectively "mask" fluorescent tubes or LEDs. Lens material shall not drip flaming onto seats if burned. Lens shall be sealed to inhibit incursion of dust and insects yet are easily removable for needed service. If threaded fasteners are used they must be held captive in the lens. Individual ballasts shall be provided for each fluorescent light fixture. Ballasts shall have a fireproof housing, minimum operating frequency of 18,000 Hz, reverse polarity protection, integrated circuit breaker/automatic thermal protection, and be rebuildable. If the driver's area ceiling angles down making installation in that area impractical, standard equipment dome lights may be used to provide fill lighting. Additional overhead lighting shall be provided using the manufacturer's standard interior lighting and be capable of meeting ADA illumination values without the use of the fluorescent fixtures. Fluorescent/LED light fixtures shall be powered by an independent circuit and controlled by a manual switch located in the driver's area. No time limit shall apply to the on-time of these fixtures with the ignition in the Run or Aux position. There shall be a minimum of one dome light over the driver area controlled independently of other interior lighting with a separate switch. Door-open activated stepwell illumination LED lamp(s). Interior illumination shall meet or exceed requirements of ADA 1192.31. The number of lamps used and the combination of fixtures are at the discretion of the bus manufacturer.

FSS- FIRE SUPPRESSION SYSTEM - requires an Automatic Fire Sensing and Suppression System (AFSS) complete with fire detector(s), control panel, manual activation switch and fire extinguishing system. At a minimum the AFSS shall provide protection of the engine compartment and battery compartment. Final installation and design of the AFSS shall meet AFSS manufacturer requirements so as to maintain AFSS warranty.

1. The purpose of the AFSS is to ensure coach and passenger safety and survivability in the event of a fire. The AFSS shall detect fires in protected areas. Upon fire detection the AFSS shall immediately activate an audible and visual alarm in the vehicle operator's area. After not more a 15 second delay, the AFSS shall discharge extinguishing agent into the protected areas.
2. The completed AFSS shall be tested and certified by the installer or manufacturer. The test shall determine that the system has been properly installed and will function as intended.
3. The AFSS manufacturer shall provide to the purchaser all necessary equipment, training and manuals to ensure complete working knowledge of the system.
4. The fire detector(s) shall be optical infrared (IR) and/or thermally operated linear (LTD) type. The IR detector(s) shall cause the AFSS to alarm when exposed to optical radiation emitted from a fire within a 90-degree field of view. The IR detector(s) shall provide false alarm immunity to sources such as flashlights, sunlight, tobacco products, arc welding and more. Each individual detector shall be monitored for status by the control panel. Detectors of differing types shall be compatible with each other, including linear thermal and spot thermal, for use independently or in combination up to a total of ten.
5. The fire detectors shall be located in critical fire hazards and areas in the sensors field of view that are likely to be wetted by leaking flammable fluids.
6. The LTD detector(s) shall cause the AFSS to alarm when the ambient temperature surrounding the sensor exceeds its set alarm point.
7. The control panel shall provide the vehicle operator a visual and audible interface to the AFSS. At a minimum, the panel shall have unique controls and indicators with a System "OK", fire, self-test, Alarm silence, detector faults, extinguisher fault, and system reset.
8. The control must be located in easy view of the driver.
9. All electrical connectors must be weather tight and locking.
10. The manual activation switch must be located in easy access to the driver and be clearly labeled. The switch must have tamper evident seal.
11. The fire extinguishing system must consist of an extinguisher and distribution system. The extinguisher shall be a DOT approved pressure cylinder and pressure gauge with a minimum charge of 20 lbs extinguishing agent.
12. The extinguisher cylinder must be securely mounted and installed per AFSS manufacturer requirements.

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GAS – GASOLINE ENGINE – requires replacing the standard diesel with a V-8 or V-10 gasoline engine. GSA minimum HP for the SIN must be met. A different OEM chassis and different bus body (same brand bus) may be provided. Passenger count must be maintained. This option deletes the requirements for dual batteries, engine block heater, intake air restriction indicator, and automatic 5-minute idle shutdown. Offeror shall indicate in Autochoice clarifications area the:

- Chassis Model
- Bus Model
- Horsepower
- Torque
- Alternator Capacity
- Fuel capacity

GR- STANDEE GRAB RAILS – requires, except forward of the standee line and to a point within 18 inches of the face of the rear seat, two continuous, full grip, overhead assist. These assists shall be convenient to standees and shall be located off center of the aisle. The assist shall be no less than 70 inches above the floor. Overhead assists shall simultaneously support 150 pounds on any 12-inch length. No more than 5 percent of the full grip feature shall be lost due to assist supports. Standee line shall be marked in accordance with Federal Motor Carrier Safety Regulation 393.90. Additional passenger load equaling one 215 lb person per 2.5 square feet of aisle space shall be added to the passenger load calculation. When calculated standee capacity ends with a fraction the capacity shall be rounded down to nearest whole number. Passenger loading stickers in paragraph 3.1.21 shall be amended to include the total passenger capacity including standees and delete the verbiage "No Standees". Included in this option shall be all body, chassis, suspension, transmission, driveline, tire, etc requirements to safely handle the occupant capacity and meet GVWR and GAWR requirements.

GRS- SEAT-PASSENGER-GRAB HANDLE – requires molded high-density foam with internal structural support or molded thermoplastic grab handle, mounted to the aisle side upper corner on high back seats and top mounted on Mid-High seats. Option price shall reflect the upgrade of all passenger seats.

HDAC – HEAVY DUTY AIR CONDITIONING – Provide passenger HVAC system including the following:

- Espar AC350 Integrated Roof Top air conditioner with IMACA rating: 52Kw and 180K BTU
- Dedicated 24V/150A alternator (rear engine buses - in addition to standard engine alternator)
- Bock FK40-655K compressor (in rear engine buses)
- Valeo TM-65 compressor (in front engine buses)
- Electronic System Controller

HEV- HYBRID ELECTRIC VEHICLE – propulsion system includes an internal combustion engine (ICE) powered by gasoline, diesel or other alternative fuel powered combined with electric motor(s), motor controllers and batteries. The engine and electric motor may be connected in either series or parallel configurations. The hybrid system shall include regeneration, a feature that converts inertia into electric energy to charge the hybrid batteries during vehicle deceleration. The horsepower and torque of the standard diesel engine may be reduced. This option deletes the requirement for an automatic 5-minute idle shutdown.

HEV1- HYBRID ELECTRIC PROPULSION AND SUPPORT SYSTEMS — propulsion system includes an internal combustion engine (ICE) powered by gasoline, diesel or other alternative fuel powered combined with electric motor(s), motor controllers and batteries. The engine and electric motor may be connected in either series or parallel configurations. The hybrid system shall include regeneration, a feature that converts inertia into electric energy to charge the hybrid batteries during vehicle deceleration. The horsepower and torque of the standard diesel engine may be reduced when option HEV1 is selected. The vehicle's air conditioning and cabin heating systems shall operate on electricity produced by the hybrid system or by a supplemental source while the ICE is off or at idle. This option deletes the requirement for an automatic 5-minute idle shutdown.

HEV2- PLUG-IN HYBRID ELECTRIC VEHICLE - propulsion system includes an internal combustion engine (ICE) powered by gasoline, diesel or other alternative fuel combined with electric motor(s), motor controllers and batteries. The engine and electric motor may be connected in either series or parallel configurations. The hybrid system shall include regeneration, a feature that converts inertia into electric energy to charge the hybrid batteries during vehicle deceleration. The horsepower and torque of the standard engine may be reduced. Required by this configuration is a means to charge the hybrid batteries using shore power while the vehicle is stationary. If the charging cable is typically furnished as part of the Contractor's package, it must also be furnished to the Government. If a ground based charging station is typically used to charge the batteries, one is not required to be furnished as part of

this packaged option. When the shore power cable and connector are typically furnished, it must be included as part of this package. This option deletes the requirement for an automatic 5-minute idle shutdown.

HLF- WHEELCHAIR LIFT- LOCATED TO FRONT BEHIND ENTRY DOOR – requires locating the wheelchair and door to front right side of the bus just behind the passenger entry door.

HPA- 1,000 LB CAP WHEELCHAIR LIFT UPGRADE – requires upgrading the standard 800 lb capacity lift to a 1000 lb certified capacity lift, including all improvements in the floor structure and chassis mounting points to accommodate the greater loads experienced.

HPBS- HANDICAP PACKAGE SCHOOL-ONE WHEELCHAIR POSITION - requires the modification of the bus to comply with FMVSS 571.403 and 404 as applicable to school bus use. Lift shall be electric with power up and fold-up platform and rated for public use. This option provides a securement location and hardware for one wheelchair. The securement hardware provided shall be RESNA WC18 compliant. This option reduces overall seating capacity.

IVR- INTERIOR WALLS AND CEILING - VANDAL RESISTANT – requires the interior walls and ceiling surface material to be white melamine or similar material ILO the standard.

LAV1 – LAVATORY W/PROVISIONS FOR HAND CLEANING – requires the bus manufacturer's standard forced ventilation enclosure with chemical flush basin and towelette or waterless gel dispenser for hand sanitizing. System furnished must include all plumbing, holding tanks, tank freeze prevention heaters, and ventilation system.

LED- LIGHTS, LIGHT EMITTING DIODE (LED) - when specified, all exterior lights will be LED in lieu of incandescent unless required photometric values can not be achieved in specific locations. LED lights provided shall have a minimum 5-year manufacturer's warranty.

LRI- INTERIOR OVERHEAD PARCEL RACKS – requires right and left side, full length open-faced, overhead parcel racks. Retaining lip or bungee cord luggage retaining devices shall be intrinsic to the design features. Minimum vertical clear opening shall be 6-inches with interior measurement vertical measurement of 9.5-inches. Air volume shall not be restricted or diverted when parcel rack contains passenger carryon items.

LWSA- LIGHT-WARNING STROBE-AMBER - requires an amber strobe light to be furnished centered on the top rear of the roof.

MCF- MIRROR-CROSSVIEW SYSTEM-FRONT – school bus configuration front mounted crossview mirror system shall be provided and comply with FMVSS.

MEDS- SWITCH-BATTERY-MASTER-DISCONNECT - requires a manually operated, master-battery disconnect-switch (switch) installed within 18 inches of the battery compartment in a dedicated compartment or located in the battery compartment. A label clearly identifying the location of the switch shall be applied to the exterior surface of the compartment. Attached to or in near proximity to the switch shall be a sticker indicating switch operation. Electrical load carrying device furnished shall be rated at a minimum of 120% continuous, worst-case circuit load. Switch shall be located to be readily distinguishable and provide unimpeded access in an emergency.

MIL-DATA PLATE AND DD250 - requires the following:

1. A data plate of metal or vinyl construction shall be furnished. No exterior military markings shall be furnished.

The Data Plate shall list the following and can be completed using a permanent marking pen and covering with a transparent sheet to prevent degradation:

NOMENCLATURE _____

MAKE AND MODEL _____

CHASSIS SERIAL NUMBER (VIN) _____

VEHICLE CURB WEIGHT: _____KG (LBS)

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PAYLOAD, MAXIMUM: _____KG (LBS)

GROSS VEHICLE WEIGHT RATING, MAX._____KG (LBS)

GROSS COMBINATION WEIGHT RATING, MAX._____KG (LBS)

DATE OF DELIVERY: _____MONTH_____YEAR

WARRANTY: _____MO. _____KM (MILES)

CONTRACT NUMBER _____

RPN NUMBER _____

US PROPERTY

The Data Plate shall be located inside the bus in the driver's area in an easily viewed location such as the forward bulkhead.

2. A DD FORM 250 (MATERIAL INSPECTION AND RECEIVING REPORT) shall be furnished in lieu of a GSA form 308.

MS1- TIRES-DRIVE AXLE-ON/OFF ROAD- requires the tires on the drive axle shall be "On/Off Road" with a minimum rated speed of not less than 65mph. The maximum governed speed shall be reduced to equal tire rating.

NR-NOISE REDUCTION PACKAGE- requires all noise reduction methods available from body and chassis manufacturer to be added to the standard package. Examples of noise reduction methods that shall be included are complete lining of stepwell treads, and sides with multi layer matting, urethane foam underbody insulation, application of insulation and acoustical coating, noised reducing mufflers, underbody and engine compartment shielding.

PASP-PUBLIC ADDRESS SYSTEM- requires a public address system integrated into the radio system with a corded microphone. When any wheelchair transport option is selected, this option must be shown as required for all 200 series buses.

PDST- PASSENGER DOOR- SEDAN TYPE - requires a single panel sedan/plug door, fully gasketed for maximum air and water seal. A VAPOR or equivalent operating mechanism must be used to provide open and closing function.

PPWR- PASSENGER USB AND AC POWER OUTLETS - requires 115VAC and USB power outlets at each passenger seating location. To be mounted on center frame of seats. Outlets may be mounted in heating ducts in locations such as sliding, reversible, or rear center seats where frame mount is not feasible. System is to include a minimum 3600W inverter.

PSDB- PASSENGER SEATING DOWNGRADE TO BENCH – requires the downgrade of the standard highback, certified, school activity seat to a 36-inch school bus bench.

1. The seat cover shall be a medium grey color.
2. Material class rating must be ASTM D-3690-Class A or better.
3. UV Stabilized Pigments must be 500 hour minimum.

PSM- PARTS AND SERVICE MANUALS – requires printed parts and service manual(s) for the vehicle and equipment furnished shall be provided. Documentation shall be provided based on the quantity ordered, which may not necessarily match the number of buses on the order.

PSMA- AIR FORCE PARTS AND SERVICE MANUALS

When code PSMA is specified, the following shall be provided in a complete package:

The Contractor/Vendor shall provide two (2) complete sets of manuals (1 paper and 1 electronic) to include, operators, parts and service manuals to the U.S. Air Force Program Office at the address listed below. Manuals shall be for the complete vehicle and include any mounted or accessory equipment. The data formats shall be paper (printed), and electronic (CD ROM). Those files

provided in electronic format must be complete and assembled separately in a "print on demand" format such that a bound paper copy can be produced and provided with no security restrictions (unlocked). No "auto run" or "executable files" are acceptable. requires printed parts and service manual(s) for the vehicle and equipment furnished shall be provided. Documentation shall be provided based on the quantity ordered, which may not necessarily match the number of buses on the order.

For each set of manuals, the Contractor/Vendor shall provide one copy of Form DD250 Material Inspection and Receiving Report available at http://www.dtic.mil/whs/directives/infomgt/forms/eforms/dd0250.pdf to the U.S. Air Force Program Office at the below listed address.

All data shall be supplied in accordance with DFARS clause 252.227-7015 TECHNICAL DATA—COMMERCIAL ITEMS (MAY 2013). The Contractor/Vendor shall provide the U.S. Air Force Program Office at the address listed below a Government Purpose License Agreement to allow the reproduction of the data they supply in agreement with the above referenced DFARS clause.

The shipping address for the above required technical data packages is:

235 BYRON STREET (BLDG300)
SUITE 19A
Robins AFB, GA 31098-1813
Attn: 404 SCMS/GUEEA

PSME- PARTS AND SERVICE MANUALS , ELECTRONIC - When specified, parts and service manuals shall be furnished in electronic format (CD) or web based access. Information shall include parts and service information of all standard and optional equipment supplied with each bus. If complete electronic information is unavailable, supplemental paper copies may be substituted for such details not available in electronic form. requires printed parts and service manual(s) for the vehicle and equipment furnished shall be provided. Documentation shall be provided based on the quantity ordered, which may not necessarily match the number of buses on the order.

PWS- PASSENGER WINDOW SHADES – requires sun screening material mounted on a roller above the passenger windows in the control of the passenger to minimize the entry of light from the outside. The shade can be per passenger window or two windows and must have a means to prevent swing regardless of height chosen by the passenger. This option must be priced to include all passenger side windows.

RAX – AM/FM RADIO WITH AUX INPUT – requires an AM/FM radio with a 3.5mm stereo auxiliary input jack and/or USB input port.

RL36- RACK LUGGAGE-MINIMUM DIMENSION 22in X 36in 2-TIER – requires a tubular two tier luggage rack with shelving area measuring not less than 22-inches deep by 36-inches wide and shall be installed immediately behind the driver's area. The rack shall be installed by securely mounting to floor stringer or tapping plates. This option will reduce seating capacity.

RL60- RACK LUGGAGE-MINIMUM DIMENSION 22in X 60in 2-TIER – requires a tubular two tier luggage rack with shelving area measuring not less than 22-inches deep by 60-inches wide and shall be installed immediately behind the driver's area. The rack shall be installed by securely mounting to floor stringer or tapping plates. This option will reduce seating capacity.

RLD- REAR LOADING DOOR – requires a door located in the rear wall of the passenger compartment leading to the outside of the bus measuring not less than 30-inches wide and 55-inches tall. A step bumper painted to match bus body color or painted black shall be furnished to accommodate entry and exit. Two windows shall be furnished in the door with one in the upper half and a second in the lower. Both windows shall be tempered with the lower window coated with a layer of Huper Optik, VehicleGard or equal film. This door is considered an emergency exit and must be marked accordingly with signage and red LED light mounted above the light in the interior.

RM6- MIRRORS-EXTERIOR REARVIEW HEATED REMOTE – Flat and convex surfaces. Both surfaces shall be heated, flat surface shall be remote controlled, with controls located in driver's area. Heat and position control switch(s) shall be marked to indicate function. Heating function shall be automatically deactivated when the ignition switch is turned to the "OFF" position. A pictogram may be used to identify mirror switches and functions.

RSCP- PREMIUM HIGHBACK RECLINING SEAT- 19-INCH WIDE – requires reclining seats with seat bottom width of 19-inches and upholstered flip-up arms on wall and aisle sides. Standard material cover or one of the seat material options described elsewhere this specification if ordered. This option shall be priced to upgrade all passenger seats from standard.

RSCU- SEAT-HIGH BACK-RECLINING-CLOTH COVERED W/ARMREST - requires Freedman Featherweight Recliner, American Horizon High Back Recliner, or CE White LER-35-HB with cloth cover or, if ordered, one of the seat material options described elsewhere this specification.

1. Minimum seat bottom cushion width 17½ -inches.

2. Aisle side molded rubber/plastic movable arm rests.

3. This option shall be priced to include the upgrade of all passenger seats.

S3BA- SEAT-PASS-3 PNT BELT SYSTEM HIGH BACK SCHOOL CERTIF - requires American Seating SafeGuard Premier, Freedman 3 Point Family seat or CE White Activity in lieu of standard seat. Seat cover material shall be Grey vinyl. This option upgrades all passenger seats.

S3BH- SEAT-PASSENGER-3 POINT BELT SYSTEM HIGH BACK - requires Freedman 3 Point Seat High back in lieu of standard fixed back Mid High.

a. Seats shall be equipped with aisle side molded rubber/plastic movable armrest and Level 3 woven cloth fabric.

b. This option upgrades all passenger seats.

S3BM- SEAT-PASSENGER-3 POINT BELT SYSTEM MID HIGH - requires Freedman 3 Point Seat Mid-Hi in lieu of standard fixed back Mid High.

a. Seats shall be equipped with aisle side molded rubber/plastic movable arm rest and Level 3 woven cloth fabric.

b. This option shall be priced to include the upgrade of all passenger seats.

SEHA - ENGINE BLOCK HEATER, OEM - engine shall be equipped with a 120-volt AC coolant heater located in the engine block. Heater shall be engine manufacturer's standard or optional equipment.

SMW- STORAGE AREA MOVABLE WALL – requires a track mounted three piece movable wall to be used in conjunction with Option BBGR. The wall sectional shall be secured to the walls and ceiling with heavy-duty U-track with quick release locking levers allowing the wall to be moved without the use of tools or complete disassembly

SA – Air Suspensions - When air suspension is specified, the following applies:

a. Minimum of one bag per axle end.

b. All air springs shall be furnished with an internally mounted elastomer travel-limiting device.

c. A minimum of one air suspension leveling-valve shall be furnished with standard or optional equipment rear air suspension.

d. A minimum of three air suspension leveling-valves shall be furnished for the combination of front and rear air suspension.

SA8- Suspension-8 AIR SPRINGS - requires upgrading front and rear suspension to include 2 air springs per wheel end and frame rail reinforcements. A minimum of four (4) air suspension leveling-valves shall be furnished, one per axle end.

SAF- SUSPENSION-AIR SPRING-FRONT – requires the substitution of steel spring suspension with one air bag per axle end or combination steel spring and air bag for the front axle. Requires Option SAR.

SAFK- SUSPENSION-FRONT-AIR SPRING W/ KNEELING - requires the substitution of steel spring suspension with one air bag per axle end or combination steel spring and air bag for the front axle. Requires Option SAR and includes kneeling feature. Shall include an audible alarm when request to lower has been initiated, an orange flashing indicator lamp mounted near the entrance door with instruction label stating the bus body is moving downward, and a shift interlock which does not permit the bus from being placed in gear prior to the suspension returning to normal operating height.

SAR- SUSPENSION-AIR SPRING-REAR- requires the substitution of steel spring suspension with one air bag per axle end for the rear axle.

SAS- SEAT-AISLE SLIDER- requires a mechanical locking slide mechanism to aisle side seats that allows the aisle seat to be moved a minimum of 2-inches into the aisle for added shoulder and hip room. Option shall be priced to include the upgrade of all aisle side passenger seats.

SB3B – SEAT BENCH 3-POINT BELTS – requires the substitution of the standard bench with a 3-point seat belt system bench. This option shall only be provided for those States that do not specifically prohibit them. This option must be added to vehicle orders for those States that require 3-point belt system benches.

SBSA- SEAT BELT (ADULT) - requires a retractable safety belt for each passenger seat in compliance with FMVSS 571.209 and 571.210. Retractors shall be located below seat base, cushion surface. A fixed, non-retracting belt assembly may be used where retractors cannot be installed. Examples are those seats located on the engine compartment housing of a rear engine style bus or those mounted on top of a wheel housing. This option shall be priced to include the upgrade of all passenger seats.

SBSC- SEAT BELTS (CHILD) - requires three retractable safety belts for each bench seat in compliance with FMVSS 571.209 and 571.210. Two belts per bench can be furnished on seats less than 39 inches in width that are used at emergency door areas. When Option BCA is requested, this option shall furnish two seat belts for a pair of highback seats. A fixed, non-retracting belt assembly may be used where retractors cannot be installed. Examples are those seats located on the engine compartment housing of a rear engine style bus or those mounted on top of wheel housing. This option shall be priced to include the upgrade of all passenger seats.

SCFS- WHEELCHAIR, FLOOR-POCKET ANCHORS ILO STD TRACKS - requires the Q'Straint Slide n' Click or Sure-Lok Solo Anchor floor mounting system per wheelchair position and modification to the belt system floor point to match the pocket mount. Installation and hardware to comply with RESNA WC18 standards.

SCO- CO-PILOT SEAT- AIR SUSPENSION - requires the addition of a second driver type highback seat in the cab located in the right hand position. The seat shall be reclining type with adjustable lumbar features. The seat shall have a minimum of left side arm rest and covered with the same cloth as the driver seat.

SCO1- CO-PILOT SEAT- MECHANICAL SUSPENSION – requires the addition of a second driver type highback seat in the cab located in the right hand position. The seat shall be reclining type with minimum left side arm rest and covered with the same cloth as the driver seat.

SCS4- SEAT-CLOTH-STAIN/FLUID RESISTANT-LEVEL 4 FABRIC – requires REPEL fabric, color grey. This option shall be priced to include the upgrade of all passenger seats.

SCS6- SEAT-CLOTH-STAIN/FLUID RESISTANT-LEVEL 6 FABRIC – requires Synergy Vanes Gray Level 6 fabric. This option shall be priced to include the upgrade of all passenger seats.

SCS7- SEAT FABRIC-STAIN/FLUID RESISTANT-CMI BLACK – requires seat fabric upgrade from standard level 3 fabric to CMI O-Vinyl or Illusion fabric, color black or equal simulated leather material. This option shall be priced to include the upgrade of all passenger seats.

SCU1- OLEFIN SEAT FABRIC - CROSS WOVEN - GREY – requires woven Olefin grey color cloth. This option shall be priced to include all passenger seats.

SCU3- SEAT-CLOTH UPHOLSTERY-LEVEL 3 FABRIC – requires Regions Pacific Grey face fabric or approved equivalent. This option shall be priced to include the upgrade of all passenger seats.

SCU4- SEAT FABRIC- CMI PLUSH FLAGS GRAY CLOTH – requires CMI Plush Flags Gray fabric. This option shall be priced to include the upgrade of all passenger seats from standard level 3 fabric.

SCU5- SEAT FABRIC- TOWER 4000 GREEN CLOTH – requires Tower 4000 Green Level 5 cloth. This option shall be priced to include the upgrade of all passenger seats from standard level 3 fabric.

SCU6- SEAT FABRIC- LEVEL 6 CLOTH – requires Level 6 cloth. This option shall be priced to include the upgrade of all passenger seats from standard level 3 fabric.

SDES- SIGN DESTINATION-ELECTRONIC-SIDE - requires largest available, display area, curbside-facing, glass-faced, internal to body, sign compartment with LED display characters 2-inches in height or taller. All programming software and patch cabling shall be included with this package. If a programming tool other than a laptop computer is required, it shall be furnished with this package. Front and side message controls shall be integrated into one controller when Option BSIE is requested.

SDRS- SIGN- DESTINATION- ROLLER SIDE - requires largest available, display area, curbside-facing, glass-faced, internal to body, sign compartment and full width roller curtain display with white background sign material printed with customer designated information.

SDSA- SEVERE DUTY STOP ARM - requires Specialty Manufacturing Defender Electric heavy duty stop arm, with High Windguard option.

SFD- SEAT-FOLDING-DOUBLE – requires one double Mid-High folding seat, with a seat bottom that folds/flips up and locks to a vertical position such as the Freedman FW Flip and American Seating Horizon Flip Up.

SFD2- SEAT-FOLDING-FLIP-DOUBLE – requires one double Freedman FSC Foldaway or American Seating Horizon Cantilevered Folding, Mid-High folding flip seat that fold down and flips up to store against the bus wall.

SHB- SEAT-PASSENGER-HIGHBACK - requires seats with high fixed back or fixed headrest in lieu of standard Mid High. Seats shall be equipped with aisle and center movable arm rests.

SH3P- SEATS-HARD SURFACE 3-PT - requires Freedman Citi-Pro hard surface seating with 3-pt belts and without fabric inserts.

SICA- SEAT-CHILD SEAT-INTEGRATED-ADULT BUS - requires the substitution of one pair of Midhigh seats with an Integrated Child Securement (ICS) seat. Seat and installation shall comply with FMVSS No. 210 and 213. The number of ICS equipped seats required must be specified at the time of order.

SICS- SEAT-CHILD SEAT-INTEGRATED-SCHOOL BUS - requires the substitution the standard bench with an IMMI SafeGuard or CE White CR series bench with two Integrated Child Securement (ICS) seats. Seat and installation shall comply with FMVSS No. 210 and 213. The number of ICS equipped benches required must be specified at the time of order.

SID- IMPROVED DRIVER SEAT – requires replacement of the standard equipment seat with one having the following features:

1. Right side adjustable arm rest.
2. Adjustable headrest.
3. Minimum of two way adjustable lumbar support.

SID2- IMPROVED AIR RIDE DRIVER'S SEAT – driver's seat shall be air ride with adjustable lumbar, cushion, backrest, and height adjustment. Driver's seat shall be equipped with 3-point safety belt system and right movable armrest.

SPB- SEATING PERIMETER - requires all seating to be arranged in perimeter orientation. Seats shall be positioned around the entire perimeter of the bus interior with no gaps between seats other than for door openings. Track mounting not required. This option will reduce seating capacity.

SRDA- SIGN REAR DRIVER ALERT-LED DUAL SAFETY MESSAGE DISPLAY – requires a SMI Driver Alert Model 7500 to be linked to the 8-way light system and 4-way flashers. The Caution-Stopping message shall activate whenever the 4-way flasher system or orange warning lights are activated. The Stop and Do Not Pass message shall be activated when the red warning lights are activated.

STLB- SEAT TRANSIT- LOW BACK - requires American Seating Metropolitan or Freedman Citiseat with padded Synergy fabric upholstered inserts.

T1-RETARDER-AUTOMATIC TRANSMISSION-INTEGRAL – requires an internal to transmission, fluid operated, driveline retarder included in transmission package. Retarder shall function in a minimum of 3 levels and shall be controlled by the driver with a selector mounted to the upper dash panel in easy access for the driver. Retarder shall activate when throttle is lifted and the unit has been selected on. Engine cooling system shall be upgraded to meet the increased cooling requirements. Additional synthetic transmission fluid needed to fill retarder shall be included in this option.

TAA- TRACTION ASSIST-AUTOMATIC - requires a two-wheel spin control system integrated with the brake ABS system.

TDSS- WHEELCHAIR TIE-DOWN STORAGE SYSTEM- UNDER SEAT TYPE – requires the addition of a Tie-Down Storage System to be added to the underside of seating option SFD2. The option shall be priced to include one retainer hardware set per convertible seat for either "L" track or Slide n' Click mounting systems. It is recommended that the number of quantity ordered equal the number of wheel chair positions required.

TJ- TOOLS-TIRE REMOVAL AND JACK – requires chassis OEM tire removal tools to be supplied and stored in or under the bus in such a way as to not shift during vehicle operation.

TMS-SEATS-TRACK MOUNTED - requires floor mounted seat tracks for all forward facing passenger seating to allow for indexed seating positioning or removal. Removable track filler strips shall be installed between seat rows to prevent debris from entering track and to protect passengers from sharp edges. Installation shall maintain all FMVSS certifications.

TPMS- TIRE PRESSURE MONITORING SYSTEM – requires real-time all-wheel direct monitoring of tire pressures and temperatures using in-tire (rim mounted) sensors. A driver's area located digital display shall indicate tire status by wheel position.

TSAF- TIRE-SPARE ASSEMBLY-FRONT AXLE-SHIPPED LOOSE - requires an inflated spare wheel/tire assembly, identical to the front tires, shipped loose. Tire shall be wrapped in stretch shipping plastic or card board and held in position to prevent it from abrading the bus interior during delivery.

TSAR- TIRE-SPARE ASSEMBLY-REAR AXLE-SHIPPED LOOSE - requires an inflated spare wheel/tire assembly, identical to the rear tires, shall be furnished, shipped loose. Tire shall be wrapped in stretch shipping plastic or card board and held in position to prevent it from abrading the bus interior during delivery.

TSCF- TIRE-SPARE ASSEMBLY AND CARRIER-FRONT AXLE - requires an inflated spare wheel/tire assembly, identical to the front tires, shall be furnished in a readily accessible carrier, located as to not protrude beyond the body.

TSCR-TIRE-SPARE ASSEMBLY AND CARRIER-REAR AXLE - requires an inflated spare wheel/tire assembly, identical to the rear tires, shall be furnished in a readily accessible carrier, located as to not protrude beyond the body.

VCB1- VIDEO CAMERA-BACKUP-COLOR MONITOR – requires a backup camera system that includes a color monitor mounted in the driver's area with viewable screen not less than 6.8 inches and weatherproof reverse image color camera center mounted at highest practical location in rear of bus. Front mounted monitor shall be in driver's normal viewing area as close as practical to the driver for easy viewing but not obstructing driving view when not in use.

VCPS- VINYL COVER PASSENGER SEATS – Nanocide antimicrobial impregnated vinyl substituted for standard cloth. This option shall be priced to include the changing seating surface of all passenger seats.

VCS2- VIDEO CAMERA-SECURITY PACKAGE-TWO CAMERA AND STORAGE DRIVE –Requires minimum of two interior mounted miniature color video cameras with one located to provide a forward facing driver's view of the area in front of the bus and the second located on the forward bulkhead providing an image of the total passenger compartment. Image storage shall be on a rugged-duty hard drive or card with 256GB minimum capacity, recording at a resolution capable of not less than 720 x 486.

VIP3- SURROUND PASSENGER SEATING AND TABLE – requires a seating configuration arranged in perimeter style using Freedman mid-high seats without seat belts on both side and rear walls. This option shall also include a round meeting table located near the front door with two swiveling captains' chairs flanking the table. The seat fabric for shall be standard level three grey unless changed by fabric option. The table shall be mounted to the floor but must be removable without the need of special tools unless furnished. Seating layout shall be similar to the configuration sample of the plan below with the exception being the total number of seats shown.

VIP4- SURROUND PASSENGER SEATING AND MEDIA CENTER – requires a seating configuration arranged in perimeter style using a continuous sofa per wall. The sofa shall be covered with LeFrance Mills Illusion black in color. The floor shall be a dark charcoal color complementary to the sofa fabric. The wall material shall also complement the sofa fabric with a dark shade of grey or black. This option shall include a flat screen television with minimum dimension of 40-inches located behind a smoked color acrylic false rear wall. Passenger window shades shall be furnished for each passenger window and shall not require option PWS. The audio system shall be upgraded to include full range high out speakers with surround sound and be linked to the Radio, PA, and TV outputs. No satellite uplink shall be furnished with this option. The floor shall be fully carpeted with heavy duty floor mats in high wear areas.

VIPS-2+1 VIP SEATING-RECLINER W/ CMI ILLUSIONS FABRIC – requires Amaya Model 2+1 VIP seating ilo standard midhigh Freedman seats. This option reduces seating capacity by 1/3 do to 2x1 arrangement instead of 2x2. The paired seats shall be located on the left side of the bus and the single on the right. The standard seat fabric shall be upgraded to CMI Illusion fabric, black in color, without requiring option SCS7. The seat manufacture's options that shall be provided as standard include Tufting for backrest and cushion, Airline style food tray, mesh magazine pocket, and two armrests per seat

VV1- VIDEO VIEWING-DVD/VCR W/ 1-13" TFT/LCD MONITORS CENTER MOUNTED - requires one, manual flip down 13-inch or larger TFT/LCD monitors mounted as far forward as practical to allow all passengers to view. The screen can also be fixed mounted in a forward bulkhead or divider if practical so long as it is integrated into the part that supports it. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

VV2- VIDEO VIEWING-DVD/VCR W/ 2-13" TFT/LCD MONITORS CENTER MOUNTED - requires two, manual flip down 13-inch or larger TFT/LCD monitors, one mounted as far forward as practical to allow for first row passengers to view and the second mounted to allow rear half of passengers to view. The screen can also be fixed mounted in a forward bulkhead or divider if practical so long as it is integrated into the part that supports it and the distance from the furthest passenger does not exceed 15-feet. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

VV3- VIDEO VIEWING-DVD/VCR W/ 3-13" TFT/LCD MONITORS CENTER MOUNTED - requires three, manual flip down 13-inch or larger TFT/LCD monitors, one center mounted as far forward as practical to allow for first row passengers to view with the remaining two proportionally spaced, center mounted to provide comfortable viewing at all passenger positions. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

VV4- VIDEO VIEWING-DVD/VCR W/ 4-8" TFT/LCD MONITORS ROW MOUNTED – requires four, fixed mount, 8-inch or larger TFT/LCD monitors, two per side with one mounted as far forward as practical to allow for first row passengers to view with the remaining proportionally spaced, center mounted between seated pair. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

VV61- VIDEO VIEWING-DVD W/ 6-10" TFT/LCD MONITORS ROW MOUNTED – requires six, fixed mount, 6-inch or larger TFT/LCD monitors, three per side with one mounted as far forward as practical to allow for first row passengers to view with the remaining proportionally spaced, center mounted between seated pair. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

VV6- VIDEO VIEWING-DVD W/ 6-15" TFT/LCD MONITORS ROW MOUNTED – requires six, fixed mount, 6-inch or larger TFT/LCD monitors, three per side with one mounted as far forward as practical to allow for first row passengers to view with the remaining proportionally spaced, center mounted between seated pair. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

VV81- VIDEO VIEWING-DVD W/ 8-10" TFT/LCD MONITORS ROW MOUNTED – require eight, fixed mount, 8-inch or larger TFT/LCD monitors, four per side with one mounted as far forward as practical to allow for first row passengers to view with the remaining proportionally spaced, center mounted between seated pair. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

VV8- VIDEO VIEWING-DVD W/ 8-15" TFT/LCD MONITORS ROW MOUNTED – require eight, fixed mount, 8-inch or larger TFT/LCD monitors, four per side with one mounted as far forward as practical to allow for first row passengers to view with the remaining proportionally spaced, center mounted between seated pair. A DVD player or combination AM/FM/CD/DVD shall be located for operation by the driver.

WCL2 – RICON WHEELCHAIR LIFT PACKAGE - requires the modification of the bus to comply with the Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

1. Chair lift shall be rated for public use.

2. Requires complete Q'Straint or SureLok passenger safety belt system and wheelchair tie down system to restrain two wheelchairs. System shall be RESNA WC18 compliant. The system shall include L-Track sections or continuous L-track sufficient for each of the two wheelchair locations.

3. All safety equipment, markings, interior signage, and labels required in accordance with the Americans with Disabilities Act Accessibility Guidelines for Transportation Vehicles in affect at the time the bus is manufactured. No external signs or stop buzzer shall be furnished.

4. Ricon S2010, S5010, S5510, F9T or SSBF as applicable to application with platform minimum clear width of 29 inches and minimum clear platform length of 48 inches.

5. Access door positioned on curbside as far rearward as practical.

6. When Option LRI is specified with this Option an additional evaporator shall be installed in the wheelchair lift area to compensate for the additional heat load created by the wheelchair door opening or when ducted air is lost due to the removal of a portion of the air passage.

7. This Option reduces overall seating capacity.

WCL3 – BRAUN WHEELCHAIR LIFT PACKAGE - requires the modification of the bus to comply with the Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

1. Chair lift shall be rated for public use.

2. Requires complete Q'Straint or SureLok safety belt and wheelchair tie down system to restrain two wheelchairs. System shall be RESNA WC18 compliant. The system shall include L-Track sections or continuous L-track sufficient for each of the two wheelchair locations.

3. All safety equipment, markings, interior signage, and labels required in accordance with the Americans with Disabilities Act Accessibility Guidelines for Transportation Vehicles in affect at the time the bus is manufactured. No external signs or stop buzzer shall be furnished.

4. Braun Mobility lift with platform minimum clear width of 30 inches and minimum clear platform length of 48 inches.

5. Access door positioned on curbside as far rearward as practical.

6. When Option LRI is specified with this Option an additional evaporator shall be installed in the wheelchair lift area to compensate for the additional heat load created by the wheelchair door opening or when ducted air is lost due to the removal of a portion of the air passage.

7. This Option reduces overall seating capacity.

WID - WARRANTY INFORMATION DOCUMENT – Requires vendor to create and deliver a document summarizing warranty information and contacts on the installed (as-built) major bus components including at a minimum:

- Engine
- Transmission
- Axles
- Suspension
- Basic Body Structure
- Seating

Federal Standard 833P, Appendix A

- Braking System
- Corrosion Protection
- HVAC System
- Door Systems
- Wheelchair Lift
- Alternator

The document shall list, by component:

- Warranty length in miles and years
- Reaponsible Party (such as Cummins, etc)
- Contact information for warranty service

This option does not relieve the bus Prime Contractor of responsibility for assisting customers with initial warranty claims, but is intended to assist customers with "at-a-glance" summary of warranty coverage on their vehicle's components.

WLSC- WHEELCHAIR LIFT SAFETY COVER - A full-length lift cover constructed of a vinyl material with an inside layer of sound deadening foam.

WPFT- WINDOW-PASSENGER-FIXED TOURING - requires manufacturer's largest available fixed touring window in place of standard window. The window glass shall be tinted and tempered or tinted and laminated safety glass.

WPT- WHITE ROOF- requires a white painted roof as typically furnished by the bus manufacturer. Check with local/state requirements.

WPTS- WINDOW-PASSENGER-TRANSIT SLIDER – requires manufacturer's largest available transit slider windows to replace the standard equipment windows. The window glass shall be tinted and tempered or tinted and laminated safety glass.

WWF-WATER RESISTANT WOOD FLOORING-requires water resistant marine grade plywood flooring a minimum of 5/8" nominal thickness.

YD2 – ENGINE-DIESEL-MIN 190 GHP & 520 LB-FT TORQUE – requires a diesel engine with horsepower minimum of 190 GHP and 520 lb-ft of torque. Included shall be all needed subcomponents to complete the change from the standard offering including transmission and axle that match the engine output. The transmission furnished must be rated to meet the rated engine output power and torque in all gears.

YD3- ENGINE-DIESEL-MIN 210 GHP & 520LB-FT TORQUE - requires a diesel engine with horsepower minimum of 210 GHP and 520 lb-ft of torque. Included shall be all needed subcomponents to complete the change from the standard offering including transmission and axle that match the engine output. The transmission furnished must be rated to meet the rated engine output power and torque in all gears.

YD3B – ENGINE-DIESEL-MIN 260 GHP & 620LB-FT TORQUE - requires a diesel engine with horsepower minimum of 260 GHP and 620 lb-ft of torque. Included shall be all needed subcomponents to complete the change from the standard offering including transmission and axle that match the engine output. The transmission furnished must be rated to meet the rated engine output power and torque in all gears.

YD3C – ENGINE-DIESEL-MIN 260 GHP & 660LB-FT TORQUE - requires a diesel engine with horsepower minimum of 260 GHP and 660 lb-ft of torque. Included shall be all needed subcomponents to complete the change from the standard offering including transmission and axle that match the engine output. The transmission furnished must be rated to meet the rated engine output power and torque in all gears.

YD3D- ENGINE-DIESEL-MIN 285 GHP & 860 LB-FT TORQUE – requires a diesel engine with horsepower minimum of 285 GHP and 860 lb-ft of torque. Included shall be all needed subcomponents to complete the change from the standard offering including transmission and axle that match the engine output. The transmission furnished must be rated to meet the rated engine output power and torque in all gears.

YD3E – ENGINE-DIESEL-MIN 280 GHP & 660LB-FT TORQUE - requires a diesel engine with horsepower minimum of 280 GHP and 660 lb-ft of torque. Included shall be all needed subcomponents to complete the change from the standard offering including transmission and axle that match the engine output. The transmission furnished must be rated to meet the rated engine output power and torque in all gears.

YD3F – ENGINE-DIESEL-MIN 300 GHP & 860 LB-FT TORQUE - requires a diesel engine with horsepower minimum of 300 GHP and 860 lb-ft of torque. Included shall be all needed subcomponents to complete the change from the standard offering including transmission and axle that match the engine output. The transmission furnished must be rated to meet the rated engine output power and torque in all gears.

GSA PURCHASED VEHICLE

RECEIVING AGENCY

CONTRACT NO. GS-30F

FOB

PURCHASE ORDER NO.

MFG. SERIAL NO.

DATE OF DELIVERY ▶ MONTH YEAR

WARRANTY ▶ MONTHS MILES

INSPECTED BY

DATE

NOTE TO CONTRACTOR

Insert all data above and apply this label to the right or left front door lock face or door post after final inspection is made. Remove all labels and marks from windows and windshield except the labels cautioning against drained oil in transmission, crank case and rear axle.

GSA FORM 1398 (REV. 4-74)

AMENDMENT OF SOLICITATION/~~MODIFICATION OF CONTRACT~~	1. CONTRACT ID CODE	PAGE OF PAGES 1 | 9

2. AMENDMENT/~~MODIFICATION~~ NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (IF APPLICABLE)
2	AUGUST 13, 2020		

6. Issued By Code QMAAA
U. S. GENERAL SERVICES ADMINISTRATION
FEDERAL ACQUISITION SERVICE
OFFICE OF TRAVEL, TRANSPORTATION & LOGISTICS
LIGHT DUTY AUTOMOTIVE ACQUISITION SUPPORT DIV
1800 F ST, NW HUB 3200
WASHINGTON, DC 20405

7. ADMINISTERED BY (If other than Code

8. Name and Address of Contractor (No., street, county, State and ZIP Code

CODE FACILITY CODE

X

9A. AMENDMENT OF SOLICITATION NO. 47QMCA20R0002

9B. DATED (SEE ITEM 11) MAY 28, 2020

10A. MODIFICATION OF CONTRACT/ORDER NO.

10B. DATED (SEE ITEM 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

X The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers ☐ is extended X is not extended.

Offer's must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning ___1____copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF
3	D. OTHER (Specify type of modification and authority)

E. **IMPORTANT**: Contractor ☐ is not, ☐ is required to sign this document and return__copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

2020 MAIN BUS PROGRAM

Solicitation Changes: For the solicitation in Block 9A, various changes to (1) Federal Standard 833P and (2) Certifications related to the NDAA Section 889 Part B are updated on the following pages:

Complete the following certifications after reading FAR 52.204-24 below:

(d) Representation. The Offeror represents that—

(1)It □ will, □ will not provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument resulting from this solicitation. The Offeror shall provide the additional disclosure information required at paragraph (e)(1) of this section if the Offeror responds "will" in paragraph (d)(1) of this section; and

(2)After conducting a reasonable inquiry, for purposes of this representation, the Offeror represents that— It □ does, □ does not use covered telecommunications equipment or services, or use any equipment, system, or service that uses covered telecommunications equipment or services. The Offeror shall provide the additional disclosure information required at paragraph (e)(2) of this section if the Offeror responds "does" in paragraph (d)(2) of this section.

The point of contact for this amendment is Craig D. Yokum, craig.yokum@gsa.gov, 703-605-9291.

Except as provided herein, all terms and conditions of the solicitation referenced in item 9A, as heretofore changed, remain unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) **Craig D. Yokum** **Contracting Officer**	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED

RETURN THE SF30 COVER PAGE ONLY OF AMENDMENT 2 WITH BLOCKS 14, 15A, 15B, AND 15C COMPLETED BY AUGUST 28, 2020.

Updates to Solicitation 47QMCA20R0002

(1) The following Federal Standard 833P files have been updated on July 27, 2020 based on Engineering's review of Round 1 Technical Evaluations, including Technical Exception Spreadsheets submitted by offerors.

833P Bus Options Appendix A Specifications

Fed Std 833P Item 202C Type A School Bus Basic

Fed Std 833P Item 398 Heavy Duty Over the Road Touring Coach

Fed Std 833P Items 240L Light Duty Shuttle Low-Floor

Fed Std 833P Items 241N-247 Light Duty Shuttle Basic

Fed Std 833P Items 301C-304C Type A School Bus

Fed Std 833P Items 341N-347 Light Duty Shuttle Bus

Fed Std 833P Items 359W-363W Medium Duty Shuttle Bus

Fed Std 833P Items 396-397 Heavy Duty Intercity Commuter Coach

Track Changes .doc and Final .PDF versions are included with this Amendment.

[Those Fed Std 833P files without changes are not included here, but are still effective.]

(2) As a recent revision (August 13, 2020) to the Federal Acquisition Regulation (FAR), you will need to review FAR 52.204-24 (AUG 2020) and the reporting clause at FAR 52.204-25 (AUG 2020) and remit back amended concurrence to these clauses which will become effective with any contract award made from this solicitation. The representation provision at FAR 52.204-24 (AUG 2020) requires two

representations from offerors. The first is regarding whether they will provide prohibited telecom to the Government, and the second is regarding whether they use prohibited telecom, regardless of whether that use is in performance of work under a Federal contract. The reporting clause at FAR 52.204-25 (AUG 2020) requires contractors to report to the CO if they identify prohibited telecom used during contract performance. These disclosures by contractors will drive the CO's actions with respect to the NDAA Section 889 Part B compliance:

FAR 52.204-24 Representation Regarding Certain Telecommunications and Video Surveillance Services or Equipment (Aug 2020)

The Offeror shall not complete the representation at paragraph (d)(1) of this provision if the Offeror has represented that it "does not provide covered telecommunications equipment or services as a part of its offered products or services to the Government in the performance of any contract, subcontract, or other contractual instrument" in the provision at 52.204-26, Covered Telecommunications Equipment or Services—Representation, or in paragraph (v) of the provision at 52.212-3, Offeror Representations and Certifications-Commercial Items.

(a) *Definitions.* As used in this provision—

Backhaul, covered telecommunications equipment or services, critical technology, interconnection arrangements, reasonable inquiry, roaming, and substantial or essential component have the meanings provided in the clause 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.

(b) *Prohibition*.

(1) Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. Nothing in the prohibition shall be construed to—

(i)Prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(ii)Cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(2) Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract or extending or renewing a contract with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract. Nothing in the prohibition shall be construed to—

(i)Prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(ii)Cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(c) *Procedures.* The Offeror shall review the list of excluded parties in the System for Award Management (SAM) (https://www.sam.gov) for entities excluded from receiving federal awards for "covered telecommunications equipment or services".

(d) *Representation.* The Offeror represents that—

(1)It □ will, □ will not provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument resulting from this solicitation. The Offeror shall provide the additional disclosure information required at paragraph (e)(1) of this section if the Offeror responds "will" in paragraph (d)(1) of this section; and

(2)After conducting a reasonable inquiry, for purposes of this representation, the Offeror represents that—

It □ does, □ does not use covered telecommunications equipment or services, or use any equipment, system, or service that uses covered telecommunications equipment or services. The Offeror shall provide the additional disclosure information required at paragraph (e)(2) of this section if the Offeror responds "does" in paragraph (d)(2) of this section.

(e) *Disclosures.*

(1) Disclosure for the representation in paragraph (d)(1) of this provision. If the Offeror has responded "will" in the representation in paragraph (d)(1) of this provision, the Offeror shall provide the following information as part of the offer:

(i)For covered equipment—

(A)The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the original equipment manufacturer (OEM) or a distributor, if known);

(B)A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and

(C)Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(1) of this provision.

(ii)For covered services—

(A)If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or

(B)If not associated with maintenance, the Product Service Code (PSC) of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(1) of this provision.

(2) Disclosure for the representation in paragraph (d)(2) of this provision. If the Offeror has responded “does” in the representation in paragraph (d)(2) of this provision, the Offeror shall provide the following information as part of the offer:

(i)For covered equipment—

(A)The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the OEM or a distributor, if known);

(B)A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and

(C)Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(2) of this provision.

(ii)For covered services—

(A)If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model

number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or

(B)If not associated with maintenance, the PSC of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(2) of this provision.

(End of provision)

FAR 52.204-25 Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment (Aug 2020)

(a) *Definitions.* As used in this clause—

Backhaul means intermediate links between the core network, or backbone network, and the small subnetworks at the edge of the network (*e.g.*, connecting cell phones/towers to the core telephone network). Backhaul can be wireless (e.g., microwave) or wired (*e.g.*, fiber optic, coaxial cable, Ethernet).

Covered foreign country means The People's Republic of China.

Covered telecommunications equipment or services means–

(1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities);

(2) For the purpose of public safety, security of Government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);

(3) Telecommunications or video surveillance services provided by such entities or using such equipment; or

(4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Critical technology means–

(1) Defense articles or defense services included on the United States Munitions List set forth in the International Traffic in Arms Regulations under subchapter M of chapter I of title 22, Code of Federal Regulations;

(2) Items included on the Commerce Control List set forth in Supplement No. 1 to part 774 of the Export Administration Regulations under subchapter C of chapter VII of title 15, Code of Federal Regulations, and controlled-

(i) Pursuant to multilateral regimes, including for reasons relating to national security, chemical and biological weapons proliferation, nuclear nonproliferation, or missile technology; or

(ii) For reasons relating to regional stability or surreptitious listening;

(3) Specially designed and prepared nuclear equipment, parts and components, materials, software, and technology covered by part 810 of title 10, Code of Federal Regulations (relating to assistance to foreign atomic energy activities);

(4) Nuclear facilities, equipment, and material covered by part 110 of title 10, Code of Federal Regulations (relating to export and import of nuclear equipment and material);

(5) Select agents and toxins covered by part 331 of title 7, Code of Federal Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such Code; or

(6) Emerging and foundational technologies controlled pursuant to section 1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).

Interconnection arrangements means arrangements governing the physical connection of two or more networks to allow the use of another's network to hand off traffic where it is ultimately delivered (*e.g.*, connection of a customer of telephone provider A to a customer of telephone company B) or sharing data and other information resources.

Reasonable inquiry means an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity that excludes the need to include an internal or third-party audit.

Roaming means cellular communications services (*e.g.*, voice, video, data) received from a visited network when unable to connect to the facilities of the home network either because signal coverage is too weak or because traffic is too high.

Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.

(b) *Prohibition*.

(1) Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. The Contractor is prohibited from providing to the Government any equipment, system, or service that uses covered

telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104.

(2) Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract, or extending or renewing a contract, with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract.

(c) *Exceptions.* This clause does not prohibit contractors from providing—

(1) A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(2) Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(d) Reporting requirement.

(1) In the event the Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, or the Contractor is notified of such by a subcontractor at any tier or by any other source, the Contractor shall report the information in paragraph (d)(2) of this clause to the Contracting Officer, unless elsewhere in this contract are established procedures for reporting the information; in the case of the Department of Defense, the Contractor shall report to the website at https://dibnet.dod.mil. For indefinite delivery contracts, the Contractor shall report to the Contracting Officer for the indefinite delivery contract and the Contracting Officer(s) for any affected order or, in the case of the Department of Defense, identify both the indefinite delivery contract and any affected orders in the report provided at https://dibnet.dod.mil.

(2) The Contractor shall report the following information pursuant to paragraph (d)(1) of this clause

(i) Within one business day from the date of such identification or notification: the contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.

(ii) Within 10 business days of submitting the information in paragraph (d)(2)(i) of this clause: any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

(e) *Subcontracts.* The Contractor shall insert the substance of this clause, including this paragraph (e) and excluding paragraph (b)(2), in all subcontracts and other contractual instruments, including subcontracts for the acquisition of commercial items.

(End of clause)

AMENDMENT OF SOLICITATION/~~MODIFICATION OF CONTRACT~~	1. CONTRACT ID CODE	PAGE OF PAGES 1 | 5

2. AMENDMENT/~~MODIFICATION~~ NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (IF APPLICABLE)
3	SEPT 11, 2020		

6. Issued By Code	QMAAA	7. ADMINISTERED BY (If other than Code	
U. S. GENERAL SERVICES ADMINISTRATION FEDERAL ACQUISITION SERVICE OFFICE OF TRAVEL, TRANSPORTATION & LOGISTICS LIGHT DUTY AUTOMOTIVE ACQUISITION SUPPORT DIV 1800 F ST, NW HUB 3200 WASHINGTON, DC 20405			

8. Name and Address of Contractor (No., street, county, State and ZIP Code		X	9A. AMENDMENT OF SOLICITATION NO. 47QMCA20R0002
			9B. DATED (SEE ITEM 11) MAY 28, 2020
			10A. MODIFICATION OF CONTRACT/ORDER NO.
CODE	FACILITY CODE		10B. DATED (SEE ITEM 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

X	The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers		is extended	X	is not extended.

Offer's must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning ___1____copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF
	D. OTHER (Specify type of modification and authority)

E. **IMPORTANT**: Contractor [ ] is not, [ ] is required to sign this document and return__copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

2020 MAIN BUS PROGRAM

Solicitation Changes: Note the changes that have been made to AutoStandards based on updates to Federal Standard 833P.

The point of contact for this amendment is Craig D. Yokum, craig.yokum@gsa.gov, 703-605-9291.

Except as provided herein, all terms and conditions of the solicitation referenced in item 9A, as heretofore changed, remain unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) **Craig D. Yokum** **Contracting Officer**	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED

RETURN THE SF30 COVER PAGE ONLY OF AMENDMENT 3 WITH BLOCKS 8, 15A, 15B, AND 15C COMPLETED BY SEPT 18, 2020.

Updates to Solicitation 47QMCA20R0002

The following Federal Standard 833P files were updated on July 27, 2020 and notification was made via Amendment 2 on August 17, 2020

833P Bus Options Appendix A Specifications

Fed Std 833P Item 202C Type A School Bus Basic

Fed Std 833P Item 398 Heavy Duty Over the Road Touring Coach

Fed Std 833P Items 240L Light Duty Shuttle Low-Floor

Fed Std 833P Items 241N-247 Light Duty Shuttle Basic

Fed Std 833P Items 301C-304C Type A School Bus

Fed Std 833P Items 341N-347 Light Duty Shuttle Bus

Fed Std 833P Items 359W-363W Medium Duty Shuttle Bus

Fed Std 833P Items 396-397 Heavy Duty Intercity Commuter Coach

[Those Fed Std 833P files without changes are not included here, but are still effective.]

The AutoStandards and Models that were impacted by these changes are indicated below:

Fed Std 833P

Amendment 3 Changes Summary – July 27, 2020

Changes to Standards:

1. **SIN 202C Type A School Bus Basic**
    a. *3.8.3 Batteries* - Hood-mounted OEM batteries acceptable

2. **SINs 301C-304C Type A School Bus**
    a. *3.8.3 Batteries* - Hood-mounted OEM batteries acceptable

3. **SIN 240L Light Duty Shuttle Low-Floor**
    a. *3.7.2 Driveshaft* – Driveshaft standards are only applicable to FWD vehicles
    b. *3.14.4 Driver's Area* – Telescoping steering wheels allowed

4. **SINs 241N-247 Light Duty Shuttle Basic**
    a. *3.1.2 Body Construction* - The body shall have a metal cage-type frame with welded joints. The frame itself shall not be held together by rivets or adhesives.
    b. *3.1.7 Body Exterior Width* – Overall width measurements indicated in AutoStandards shall be from the outermost body surfaces. Flared wheel wells do not count as a body surface for the purposes of this measurement.
    c. *3.4 Engine Accessories* – Removed requirement for high idle control
    d. *3.8.3 Batteries* - Hood-mounted OEM batteries acceptable
    e. *3.14.3 Stowage Compartment* – Not required for narrow body SINs (241N & 242N)
    f. *3.14.4 Driver's Area* – New driver's area requirements:
        i. Shall comply with FMCSR 393.51
        ii. All switches and controls shall be marked with easily read identifiers
        iii. Ignition switch
        iv. Push button start is acceptable if the power supply to the switch is controlled by a keyed switch or electronic recognition.
        v. Tilt steering wheel/column
        vi. Engine coolant temperature overheat warning
        vii. Engine low oil pressure indication
        viii. Fuel level indicating gauge
        ix. Transmission selector

5. **SINs 341N-347 Light Duty Shuttle Bus**
    a. *3.1.2 Body Construction* - The body shall have a metal cage-type frame with welded joints. The frame itself shall not be held together by rivets or adhesives.
    b. *3.1.7 Body Exterior Width* – Overall width measurements indicated in AutoStandards shall be from the outermost body surfaces. Flared wheel wells do not count as a body surface for the purposes of this measurement.
    c. *3.4 Engine Accessories* – Removed requirement for high idle control and coolant heater
    d. *3.8.3 Batteries* - Hood-mounted OEM batteries acceptable
    e. *3.10.4 Stowage Compartment* – Not required for narrow body SINs (341N & 342N)
    f. *3.13.1 Radio/PA System* - The PA system does not need to be integrated into the factory radio, however it should still use the primary speakers

6. **SINs 359W-363W Medium Duty Shuttle Bus**
    a. *3.18.1 Driver's Seat* – Added exception to standard: If the OEM does not allow the replacement of OEM seats due to safety reasons, the driver's seat does not need to meet all the specifications in this section. During the first article inspection, we will require documentation from the OEM which supports your claim. The features that are missing from the seat will also need to be indicated on the clarifications tab.

7. **SINs 396-397 Heavy Duty Intercity Commuter Coach**
    a. *3.6.2 Air Brakes* – Air tanks allowed to have ¼-turn ball valve drain or spring-loaded manual pull valve
    b. *3.8.1 Electrical System* - Wiring shall be routed in conduit or high temperature looms with a rating of 300°F in areas exposed to high temperatures (i.e. engine compartment)
    c. *3.8.3 Batteries* – Spliced cables now allowed in certain areas
    d. *3.14.5 Interior Mirror* – Minimum area changed to 57 square inches

8. **SIN 398 Heavy Duty Over the Road Touring Coach**
    a. *3.1.11 Insulation* - Insulation shall fill cavities between bows
    b. *3.6.2 Air Brakes* – Air tanks allowed to have ¼-turn ball valve drain or spring-loaded manual pull valve
    c. *3.8.1 Electrical System* - Wiring shall be routed in conduit or high temperature looms with a rating of 300°F in areas exposed to high temperatures (i.e. engine compartment)
    d. *3.8.3 Batteries* – Spliced cables now allowed in certain areas
    e. *3.14.5 Interior Mirror* – Minimum area changed to 57 square inches
    f. *3.15.1 Floor Construction* – Removed requirement for epoxy paint seal

g. *3.15.6 Lavatory* - Manufacturer's standard forced ventilation enclosure and towelette or waterless gel dispenser for hand sanitizing.

9. **Appendix A – Options Specifications**
   a. Renewed outdated formatting to match the style of the other standards
   b. Addition of Table of Options
   c. BFST– BARRIER–FULL HEIGHT–TRANSLUCENT - The barrier may be partially padded, but only up to the height where it has no effect on the driver's visibility or protection.
   d. *New Option: CLV – CEILING – LIGHT – VINYL* - Requires ceiling to be covered with medium gray or white vinyl.
   e. *FFP – HEATER–COOLANT–FUEL FIRED* - The minimum specification varies based on the standard fuel for the SIN:
      i. *SINs with GAS standard: Minimum 17k BTU*
      ii. *SINs with DIESEL standard: Minimum 40k BTU*
   f. *FSS– FIRE SUPPRESSION SYSTEM* - The fire detector(s) shall be optical infrared (IR), thermally operated linear (LTD) type, or spot type thermal sensor.
   g. *HDAC – HEAVY DUTY AIR CONDITIONING* - Espar AC350 Integrated Roof Top air conditioner requirement changed to model AC33. Bitzer 4NFCY compressor allowed in addition to Bock FK40-655K.
   h. *RM6– MIRRORS–EXTERIOR REARVIEW HEATED REMOTE* – Removed requirement for pictograms
   i. *SICS– SEAT–CHILD SEAT–INTEGRATED–SCHOOL BUS* - HSM NextGen with Child Restraints Seat allowed
   j. *New Option: WPPO– WINDOW–PASSENGER–PUSH OUT* - Requires manufacturer's largest available push out windows to replace the standard equipment windows. The window glass shall be tinted and tempered or tinted and laminated safety glass.

Changes to Models:

1. 241.5, 341.5 - **SENATOR** - GVWR Changed to 14500, Rear axle 9600
2. 321A.1, 322A.1, 336A.1, 338A.1 – **CE** – Driver's seat changed to "National"
3. 341.1 – **ADVANTAGE** – Side Panels changed to "Padded-Woven Fabric, Medium Gray", Ceiling changed to "Padded-Woven Fabric, Medium Gray"
4. 240L.1 – **FRNTRUNNER** – Body Size (Length) changed to 173 inches

AMENDMENT OF SOLICITATION/~~MODIFICATION OF CONTRACT~~	1. CONTRACT ID CODE	PAGE OF PAGES 1 | 2

2. AMENDMENT/~~MODIFICATION~~ NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (IF APPLICABLE)
4	SEPT 18, 2020		

6. Issued By Code **QMAAA**
U. S. GENERAL SERVICES ADMINISTRATION
FEDERAL ACQUISITION SERVICE
OFFICE OF TRAVEL, TRANSPORTATION & LOGISTICS
LIGHT DUTY AUTOMOTIVE ACQUISITION SUPPORT DIV
1800 F ST, NW HUB 3200
WASHINGTON, DC 20405

7. ADMINISTERED BY (If other than Code

8. Name and Address of Contractor (No., street, county, State and ZIP Code

CODE FACILITY CODE

X

9A. AMENDMENT OF SOLICITATION NO. 47QMCA20R0002

9B. DATED (SEE ITEM 11) MAY 28, 2020

10A. MODIFICATION OF CONTRACT/ORDER NO.

10B. DATED (SEE ITEM 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

X The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers [ ] is extended [X] is not extended.

Offer's must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning ___1____copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

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	D. OTHER (Specify type of modification and authority)

E. **IMPORTANT**: Contractor [ ] is not, [ ] is required to sign this document and return__copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

2020 MAIN BUS PROGRAM

Solicitation Changes: Attachment J Supplement – Forecasted GSA Fleet Leasing Bus Quantities and Fed Std 833P Appendix A (Revised) are incorporated into this solicitation.

The point of contact for this amendment is Craig D. Yokum, craig.yokum@gsa.gov, 703-605-9291.

Except as provided herein, all terms and conditions of the solicitation referenced in item 9A, as heretofore changed, remain unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) **Craig D. Yokum** **Contracting Officer**	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED

RETURN THE SF30 COVER PAGE ONLY OF AMENDMENT 4 WITH BLOCKS 8, 15A, 15B, AND 15C COMPLETED BY SEPT 25, 2020.

Updates to Solicitation 47QMCA20R0002

(1) Attachment J Supplement is hereby added to Attachment J to provide offerors better insight to potential future purchases and this document is included here as an attachment to this amendment. Attachment J Supplement provides only estimates at this time of quantities forecast for FY21 – FY24 for GSA Fleet's Leasing needs and not all Federal agencies' purchases.

(2) Two new options have been added and turned on for SIN 240L:

S3BV– SEAT–PASSENGER–VINYL-3 POINT BELT SYSTEM MID HIGH

and

WPC– WINDOW-POLYCARBONATE

Vendors may find the new descriptions in the documents attached and the document on Federal Vehicle Standards has been updated as well.

GSA will not be considering any further changes to standards or options unless it is related to an issue with a previously requested exception.

Former Federal Standard 833P Appendix A Options Specifications (dated July 27, 2020) is replaced with Federal Standard 833P Appendix A Options Specifications (dated September 17, 2020)