

CONTRACT
Types A, C, and D
School Buses,
Multifunction
School Activity
Buses (MFSAB)
and Optional
Equipment for
ITB# 2026-07

TERM CONTRACT
January 1, 2026 - June 30, 2027

BID ADDENDUM: Questions and Answers

BID SUBMISSION and PRICING PAGES

FLORIDA SCHOOL BUS SPECIFICATIONS

BID AWARD LETTER

CONTRACTOR'S BID RESPONSE

PERFORMANCE BOND

INVITATION TO BID #2026-07

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'K' - CONTRACT 2026-07

THIS CONTRACT FOR TYPE A, TYPE C AND TYPE D SCHOOL BUSES, MULTIFUNCTIONAL SCHOOL ACTIVITY BUSES (MFSAB) AND OPTIONAL EQUIPMENT, BID NO: ITB 2026-07, by and between the department, 325 West Gaines, Suite 834, Tallahassee, Florida 32399-0400, and

MATTHEWS BUS ALLIANCE, INC., the contractor, a
for-profit corporation registered in Florida, each referred to herein as "Party," and collectively referred to as the "Parties,"

WITNESSETH:

WHEREAS, the Department desires to provide eligible users, defined herein, with various Type A, Type C and Type D School Buses and Optional Equipment (defined herein as "Vehicles"), through the use of a state term contract pursuant to rule 60A-1.001, F.A.C.; and section 1006.27, F.S., and

WHEREAS, the Department solicited responses to an Invitation to Bid No: ITB 2026-07 (ITB) to prospective contractors of said Vehicles; and

WHEREAS, the contractor responded to the ITB and desires to provide said Vehicles; and, unto each other;

NOW THEREFORE, in consideration of the premises, terms and conditions set forth herein, the Parties execute this contract so same becomes binding and enforceable by and through the Parties and their assigns, and agree heretofore:

SCOPE OF WORK

The intent of these specifications is to set forth and convey to prospective bidders the general type, character, performance and quality of the Vehicles desired by the Department and school districts. The contractor is authorized to provide Vehicles to any and all eligible users in the State of Florida. The Parties agree that the laws and rules that apply to this contract shall be for those applicable to contracts in excess of Category Two, or \$35,000, as defined in chapter 287.017, F.S.

Pursuant to Section 7.10 of Bid No: ITB 2026-07, the following documents are hereby incorporated by reference:

- Department contract
- Any addenda to Bid No: ITB 2026-07
- ITB No: 2026-07
- Award Letter
- Contractor's response

IN WITNESS WHEREOF, the Parties hereto have caused this contract For Type A, Type C and Type D School Buses and Optional Equipment, Bid No: ITB 2026-07, to be executed on the dates shown below their respective signatures.

DEPARTMENT


Signature

Print Name: Steve Kancer

Title: Chief of Staff

Date: 1/15/2026

CONTRACTOR


Signature

Print name: GLENN MATTHEWS

Title: PRESIDENT

Date: 12-16-2025

FLORIDA DEPARTMENT OF EDUCATION
BUREAU OF CONTRACTS, GRANTS AND PROCUREMENT
MANAGEMENT SERVICES
325 West Gaines Street
344 Turlington Building
Tallahassee, Florida 32399-0400

Addendum #1

BID NO. 2026-07: Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

This addendum is being issued to provide the Answers to Questions submitted timely by vendors during the Question and Answers period.

Please be advised all questions are keyed as submitted.

Hello Rhonda!

My name is Makenzi Prather with Greenpower Motor Company.

1) We're very interested in submitting for this project, however, I know Florida has regulations regarding a dealership license and a brick and mortar. While we've been in conversation with some dealerships in the state, we do not currently have a physical location.

Will this be an issue when applying for the bid? Just a preliminary question before we did into the depths of the proposal.

- The invitation to bid itself explicitly imposes no requirement relating to maintaining physical location in Florida to respond. However, the specifications contained in the ITB may functionally require a physical presence in the state to meet the deliverables (See, for example, Rule 6A-3.003, Florida Administrative Code requiring submittal of a demonstrator model offered for sale, and Section 7.23 Service Requirements contained in the ITB. Failure to address such the requirements may result in selection of another bid or, in the event of a default by the successful bidder, financial consequences are authorized and the lack of a physical presence will not constitute a defense in all probability.

Matthew Bus Alliance, Inc. Bid Questions FLDOE ITB 2026-07

2) 6.0 Scope of Services: states that "the department shall assist district school boards in securing school buses that are prices that are as reasonable as possible." In light of ongoing market volatility and the sustained impacts of the COVID-19 pandemic, including but not limited to supply chain disruptions and tariff increases, it has become

very difficult for manufacturers to guarantee pricing for extended periods of time (18 months). Will DOE consider implementing equitable pricing adjustments on a semi-annual basis, similar to the approach taken with ITB:2022-01, in accordance with section 4(e) PUR1000, whereby a base price percentage increase was solicited and approved (see attached) and on ITB:2023-02, and most recently (see attached) whereby a tariff increase was approved? Such adjustments would ensure that bid prices remain reflective of the most current and competitive market conditions at the time of submission. This approach could mitigate other competitive contracts available to districts, such as Sourcewell or even individual district solicitations, which potentially could offer lower pricing considering they would not require 18-month terms without adjustments. Please keep in mind when considering this request, the previous contract ITB:2023-02 will be ending December 31, 2025 mid fiscal year 2025/26, and that the majority of districts will be placing their 2025/26 purchase orders prior to the end of this contract period in order to avoid price increases. There therefore could be a 6-month delay in ordering for this new contract period. Thus, we will be bidding on a contract in November 2025 that will see the majority of purchase order activity post July 1, 2026, thus making this mostly a 12-month contract period.

- **DENIED: All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).**

3) Is it possible for the bus in-service date to automatically be set to 30 days after the delivery date? Delays in receiving, or in some cases the absence of warranty documentation often pose challenges when submitting warranty claims to the manufacturer. If this is not feasible, could the responsibility for providing this information be transferred to the District to ensure timely submission to the State? Extended delays in obtaining the necessary documentation significantly hinders vendors from submitting complete and accurate reports within the required timelines.

- **The bus in-service date should be automatically set to 10 days after delivery unless a quantity greater than 5 buses is delivered on a single business day. In the event that more than five buses are delivered in a single business day, an additional day should be added for the number of buses delivered above 5 buses. See excerpt below 4.38 Acceptance for further details and examples.**
- **4.38 ACCEPTANCE: All buses shall be inspected and accepted or rejected by an authorized representative of the school board or other purchasing entity within ten business days of delivery or the completed units picked up. Districts that take delivery on a quantity greater than five school buses per day shall be allowed one extra day for the number of buses over five. For example, a district that takes eight school buses for delivery within one day shall be allowed 13 business days to inspect and accept or reject the buses. Should any agency purchasing a bus not be satisfied that the requirements of the specifications have been met, representatives of the Florida Department of Education, School Transportation Management Section (STMS); the Florida Department of Management Services; State Purchasing, and the purchasing agency shall have the right to inspect the unit and issue an order of acceptance or rejection.**

4) 4.22 Because the prime bidders for these solicitations are local Florida dealers, and dealers may be able to offer more than one manufacturer of Type A vehicle configurations, in the best interest of chassis availability, (due to GM/Ford restricting manufacturers through the process of allocations), is it possible for the prime bidder to be able to offer more than one manufacturer for each configuration, thus providing school districts consistent product availability and delivery?

- Yes, a dealer may sell more than one brand of bus or MFSAB as long as the certification requirements outlined in rule 6A-3.003, Florida Administrative Code (F.A.C.) have been met.

5) Please clarify 4.34, alternate brands?

- Any brand meeting Florida School Bus Specifications, Effective January 2026, and the certification requirements outlined in rule 6A-3.003, F.A.C. Certification as to Specifications of School Buses will be accepted.
- Any offering not meeting the Specification and Certification requirements mentioned above will be considered an alternate brand and will be rejected.

6) Would the State be willing to provide a quarterly summary of total purchases, including basic information such as Purchase Order date, awarded vendor, purchasing District, bus capacity, lift status (i.e., with or without lift), and purchase price? Such reporting would support manufacturers in monitoring dealer performance and ensuring compliance with contractual obligations. Regular access to this data also promotes transparency and helps maintain accountability throughout the procurement process.

- Under Chapter 119, Florida Statutes, data in the possession of the Department is available upon request subject to exceptions and conditions provided by law.

7) Referencing page III-12 - If the black reflective lettering required with "STOP WHEN RED LIGHTS FLASH," is not available thru the OEM, would standard black 6" non-reflective lettering still be permitted?

- The reflective requirement on Page III-12 is no longer required due to legislative changes to the criteria for school bus infraction detection systems. The language in the draft specifications was overlooked and will be amended as soon as possible. Reflective lettering is NOT REQUIRED for the lettering "STOP WHEN RED LIGHTS FLASH."

8) The revised State specifications amended the required top speed from 70 mph to a "minimum top speed of 60 mph." Could the State clarify whether a specific top speed is still mandated, or is this now considered a matter of customer preference within the bounds of the minimum requirement?

- The Type A configuration must be able to achieve a top speed of 70 mph.

9) With the upcoming release of a new Cummins engine (standard to the industry across multiple vendors) intended to meet 2027 Federal Emissions standards scheduled to occur during the term of this contract, and given the anticipated significant

increase in cost, will bus vendors be permitted to adjust pricing accordingly once the new engine becomes standard?

- **DENIED:** All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).

10) The pricing sheets pages 6-9 for Type A list it as "Base Diesel Bus Price" when the only available fuel option is gasoline. Can this please be updated to Gasoline?

- **AGREED:**
The pricing pages for Type A 14, Type A 14 Lift, Type A 29 and Type A 29 Lift have been updated to read "Base Gasoline Bus Price."

11) The type A standard manufacturer chassis warranties from both Ford and Chevrolet are 3 years 36,000 miles bumper to bumper. The powertrain is 5 years and 60,000 miles. Optional non-OEM extended coverages are available but not from Ford or Chevrolet. Therefore, it is recommended that, for bidding purposes, the chassis warranty aligns with the warranties offered by the respective manufacturers.

- **DENIED.**
The Florida School Bus Specifications, pages 2-3, requires the standard chassis and body warranty coverage to be 100,000 miles or 60 months. However, each manufacturer or dealer may include credit options as part of its bid package for purchasers who wish to forego the standard warranty plans in favor of the minimum base warranty specifications, which are 12,000 miles or 12 months.

12) Under Type A, 1-7, if there are no front tow hooks available from the chassis manufacturer, would N/A be an acceptable response?

- **AGREED:**
N/A is acceptable for Type A buses if no front tow hooks are available from the chassis manufacturer.

Sun State International Trucks Questions related to ITB 2026-07

13) ITB Pg 31, Section 8 - Preliminary Submittal Review: The list of attachments required to be included with the bidders submission does not include attachments C, G, H, I and J. Are these attachments required for a responsive submission?

- **All attachments, including C, G, H, I, and J, must be returned with the bid submission.**

14) The ITB and Florida School Bus Specifications, Revised Jan 1, 2026 adopt by reference 2025 National School Transportation Specifications and Procedures. This document is currently in revision and unavailable. Can the Department provide a list of those items that have/will change from the previous version that will be adopted by Florida?

- A copy of the draft *Florida School Bus Specifications, effective January 2026*, will be emailed to each registered bidder by Rhonda Forbes.

Florida Transportation Systems, Inc

In Accordance with Item 4.2 of ITB #2026-07. Please find the following our requests for clarification and/or acceptance to technical questions.

15) Page 12 states that all prices shall remain firm until June 30, 2027. Would the department consider a shorter-term (12 month) contract to minimize the economic impact on bidders from inflation, tariffs and EPA emissions changes?

- DENIED

16) Page 12 states that all prices shall remain firm until June 30, 2027. In August alone, 2025 Steel and Aluminum Tariffs increase 50% effective August 18, 2025 and Copper has a new 50% Tariff effective August 1, 2025. Will there be a mechanism in place to address changes in US Import Tariffs?

- DENIED: All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).

17) Page 12 states that all prices shall remain firm until June 30, 2027. EPA 2027 Diesel Emission Regulations are projected to come with a substantial price increase – Is there a mechanism in place to address the 2027 Emissions Change and price increase that will come with it?

- No: All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).

18) The previous ITB 2023-02 allowed for an annual price adjustment based on the Producer Price Index (PPI) for commodity series ID: WPU 141302 Transportation Equipment – Complete vehicle on Purchased Chassis, not seasonally adjusted and published by the US Department of Labor. With the current ITB 2026-07, bidders will be required to supply pricing in November 2025, which must remain firm for an 18 month time period. We request the Department include the same PPI adjustment during the term of this contract due to supply chain and tariff uncertainty.

- DENIED:
The term of the contract was reduced from 36 months to 18 months to eliminate price adjustments during the contract period.

19) Florida School Bus Specifications Page 2, CHASSIS WARRANTIES: "The standard chassis warranty for Florida school bus bids shall be 100,000 Miles or 60

Months” Would the Department consider the OEM Standard Chassis (Ford or Chevrolet) acceptable for General Chassis and Powertrain on Type A-1 Buses? Type A-1 Chassis Suppliers, do not offer such warranties and costs will be impacted by aftermarket warranties.

- **DENIED:**
The Florida School Bus Specifications, pages 2-3, requires the standard chassis and body warranty coverage to be 100,000 miles or 60 months. However, each manufacturer or dealer may include credit options as part of its bid package for purchasers who wish to forego the standard warranty plans in favor of the minimum base warranty specifications, which are 12,000 miles or 12 months.

20) Would the Department consider a **chassis** (only, not body) price increase at the time of Model Year Change on Type A-1 Buses, as these timing of model year change and related price change are out of the control of any bus suppliers?

- **DENIED**

21) Section IGNITION SYSTEM on Page I-4 states *All Buses of like chassis manufacturers must have one key, regardless of the type of key supplied for Florida purchasers*. Will the Department consider removing this requirement for Type A-1 Buses as chassis OEM's will not guarantee keyed alike ignitions?

- The process for seeking a waiver for such a requirement can be found in section 120.542, Florida Statutes.

22) Attachment I **Common Carrier or contracted carrier attestation form (PUR 1808)**. Are driveaway companies driving buses from production facility to bus dealers in Florida considered a “Common Carrier”

- As reflected in Attachment F, whether the vendor is a common carrier is to be made by the vendor, indicated on the attachment, signed and submitted to the Department with it's bid.

Model 1 Commercial Vehicles/Ride Technical Questions

23) Page 52, Attachment O, Florida School Bus Specifications, Effective January 1, 2026. Can the agency clarify that the minimum specification requirement for this bid is that the buses need to be compliant with FL State Specifications ONLY?

- No,
see section 7.19 Representations of the ITB:
As part of this bid, each bidder should represent in a letter to be included with the bid that each unit sold by the bidder's company or representative for school buses will meet Attachment O- Florida School Bus Specifications, Effective January 2026; National School Transportation Specifications and Procedures, Revised 2025; and all applicable Federal Motor Vehicle Safety Standards.

24) Page 52, Attachment O, Florida School Bus Specifications, Effective January 1, 2026. There was not a link on Attachment O, the latest Florida School Bus Specifications that was found through open sources was from 2020. Can agency provide link to the latest Florida School Bus Specifications?

- A copy of the draft *Florida School Bus Specifications, effective January 2026*, will be emailed to each registered bidder by Rhonda Forbes.

25) ITB 2026-07 Pricing Pages 2026-07, Can agency confirm that all the individual items listed under the pricing pages are optional items ONLY and separate pricing should be provided instead of including it in the base bus price?

- Items [C1A] through [B26] are listed on the pricing pages for each bus configuration on separate tabs of the Excel pricing pages workbook. They should be priced individually as optional equipment, unless the item is marked 'STD' for standard equipment, which is included in the base price of the bus.

26) ITB 2026-07 Pricing Pages 2026-07, Can the agency clarify in which category should the Electric Type D models with Rear Motor be bid?

- RIDE Mobility LLC has not met the certification requirements of rule 6A-3.003, Florida Administrative Code– Certification as to Specifications of School Buses for its Type D model school bus. RIDE only submitted certified statements for its Type A and Type C electric school buses. Therefore, only RIDE Type A and Type C electric school bus configurations were inspected by agency staff and approved for sale in the state of Florida.

27) ITB 2026-07 Pricing Pages 2026-07, Pro Lo Hatch, Can agency clarify whether If the Pro Lo Hatch is the same as emergency roof hatch? Is there a specific brand required?

- A Pro Lo Hatch is a low-profile roof hatch typically offered as optional equipment and priced above the standard roof hatch.

28) ITB 2026-07 Pricing Pages 2026-07, Vandal Box w/Key, Can the agency provide more details about the Vandal Box w/Key? What is the purpose? What location will the box be installed?

- The vandal box is a lockable compartment used by the driver to secure personal belongings.
- See page III-16 of the Florida School Bus Specifications.
VANDAL BOX, SIDE MOUNTED
There must be installed on all Types C and D buses an equipment compartment on the ceiling above the driver's side window, measuring approximately 1,600 cubic inches. The compartment must have a door with a positive latch and a keyed-alike lock. No safety equipment shall be mounted inside this compartment.

29) ITB 2026-07 Pricing Pages 2026-07, Bus Lock Up system, Can the agency provide more details about the Bus Lock Up system? What is the purpose and functionality needed here?

- **BUS LOCKUP SYSTEM:** See page III-16 of the Florida School Bus Specifications.
- There shall be an approved option whereby a bus can be locked at the emergency door as well as the entrance door. An ignition interlock is required for the emergency door to prevent the bus from starting if the emergency door or rear window (on RE units) is locked. This body option must be keyed alike with any other body option requiring the use of a key.

Potential proposers have 72 hours from posting of addenda to protest the requirements of each addendum. Failure to file a protest within the time prescribed in Section 120.57(3), or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120, Florida Statutes.

**YOUR BID WILL NOT BE COMPLETE WITHOUT THIS DOCUMENT
SIGNED AND INCLUDED!**

Company Name: _____

Vendor Name – *written*: _____

Authorized Signature: _____

Mailing Address: _____

City, State & Zip Code: _____

Telephone: _____ E-Mail Address: _____

ORIGINAL

Florida Department of Education
Bureau of Contracts, Grants and Procurement Management Services
332 Turlington Building - 325 W. Gaines Street, Tallahassee, FL 32399-0400
(Attn: Rhonda Forbes)

BID Number: ITB 2026-07

**Title: Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB)
& Optional Equipment**

Opening Date/Time: November 14, 2025 at 9:00 am

Matthews Bus Alliance, Inc.



Address: 4802 West Colonial Drive, Orlando, FL 32808

Contact Person/Title: Glenn Matthews, President

Phone: 800-330-1175 Cell: 407-697-7856 Fax: 407-374-1797

E-mail: gmatthews@matthewsbusesflorida.com



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Cover Letter/Transmittal Letter

Dear Ms. Forbes:

This letter is to certify that Glenn Matthews is authorized to represent the bidder and bind the bidder relative to all matters contained in the attached proposal.

Matthews Bus Alliance, Inc., (FEID #81-4572887 & DUNS #080643261) is acting as the bidder pursuant to ITB 2026-07. We hereby certify that we have read, understood and agree to all provisions as stated in the ITB and its addendums.

This letter is to certify that all Type A, C and D school bus bodies and/or chassis sold or delivered to Florida school districts by Matthews Bus Alliance, Inc., complies with all provisions of ITB 2026-07 and its addendums. Additionally, all products offered pursuant to ITB 2026-07 will meet the Florida School Bus Specifications; Revised 2026, will meet the National School Transportation Specifications and Procedures, Revised 2025, and will meet all Federal Motor Vehicle Safety Standards applicable at the time the vehicle is manufactured.

This letter is to certify that Matthews Bus Alliance, Inc., acting as the bidder pursuant to ITB 2026-07, is authorized to conduct business in the State of Florida and is registered on the MyFloridaMarketPlace website with an active status. There is also a valid electronic copy of our W-9 on file with the Department of Financial Services (DFS).

Matthews Bus Alliance, Inc., while having an OSD Classification of a Non-Minority on the MyFloridaMarketPlace website, fully supports diversity in the workplace and within our own workforce.

Respectfully submitted,


Glenn Matthews

•• WWW.MATTHEWSBUSESFLORIDA.COM ••



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

President

Matthews Bus Alliance, Inc.

4802 West Colonial Drive

Orlando, FL 32808

Office Phone: (800) 330-1175 Ext. 412

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State of Florida
Florida Department of Education
Bureau of Contracts, Grants and Procurement Management Services
332 Turlington Building
325 West Gaines Street
Tallahassee, Florida 32399-0400

BID REGISTRATION

BID NO.: ITB 2026-07

TITLE: Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

DATE & TIME DUE: Friday, November 14, 2025 by 9:00 a.m. Eastern Time

Potential Bidders should notify the Florida Department of Education, Bureau of Contracts, Grants and Procurement Management Services by returning this Bid Registration Form by Friday, September 12, 2025, at 9:00 a.m. Eastern Time. Complete the information below and send **this sheet only** to Rhonda.Forbes@fldoe.org. Form may also be faxed to fax number 850-245-0719, or mailed to 325 West Gaines Street, 332 Turlington Building, Tallahassee, Florida 32399-0400.

COMPANY NAME: MATTHEWS BUS ALLIANCE INC

CONTACT PERSON: GLENN MATTHEWS

ADDRESS: 4802 WEST COLONIAL DRIVE

CITY, STATE, ZIP: ORLANDO, FL 32808

TELEPHONE: () 800-330 1175 FAX NUMBER: () 407-374-1797

INTERNET E-MAIL ADDRESS: GMATTHEWS@MATTHEWSBUSESFLORIDA.COM

SIGNED:  DATE: 9-9-2025

For further information about this bidding on contracts for the State of Florida, you may contact Rhonda Forbes at 850-245-0075 or Rhonda.Forbes@fldoe.org.

Emailed on 9-9-25.

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

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BID NO: ITB 2026-07

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

ATTACHMENT 'A' – VENDOR BID PRICE SHEET

****PLACEHOLDER FOR EXCEL PRICE SHEET****

INITIAL



11-13-2025

Enter Bid Number

2026-07

Enter Name of Bidder

Matthews Bus Alliance, Inc.

BID NO: ITB 2026-07

SCHOOL BUS BASE UNIT CONFIGURATION PRICING

THOMAS BASE PRICING

Type A Conventional- 14 and 29 Capacity

Type A	14-Capacity School Bus	14-Capacity School Bus with Lift	14-Capacity Electric School Bus	14 Capacity Electric School Bus with Lift	29-Capacity School Bus	29-Capacity School Bus with Lift	29-Capacity Electric School Bus	29 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	\$97,846	\$107,810	NO BID	NO BID	\$103,699	\$109,099	NO BID	NO BID

Type C Conventional - 14 and 29 Capacity

Type C	14-Capacity School Bus	14-Capacity School Bus with Lift	14-Capacity Electric School Bus	14 Capacity Electric School Bus with Lift	29-Capacity School Bus	29-Capacity School Bus with Lift	29-Capacity Electric School Bus	29 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	\$112,439	\$123,493	NO BID	NO BID	\$116,699	\$126,822	NO BID	NO BID

Type C Conventional - 47 and 65 Capacity

Type C	47-Capacity School Bus	47-Capacity School Bus with Lift	47-Capacity Electric School Bus	47 Capacity Electric School Bus with Lift	65-Capacity School Bus	65-Capacity School Bus with Lift	65-Capacity Electric School Bus	65 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	\$124,366	\$131,147	N/A	N/A	\$136,252	\$142,642	\$388,487	\$394,994

Type C Conventional - 71 and 77 Capacity

Type C	71-Capacity School Bus	71-Capacity School Bus with Lift	71-Capacity Electric School Bus	71 Capacity Electric School Bus with Lift	77-Capacity School Bus	77-Capacity School Bus with Lift	77-Capacity Electric School Bus	77 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	\$137,151	\$142,881	\$388,933	\$395,244	\$142,127	\$148,413	\$392,944	\$399,445

Type D Front Engine - 71 and 77 Capacity

Type D Front Engine (FE)	71-Capacity School Bus	71-Capacity School Bus with Lift	71-Capacity Electric School Bus	71 Capacity Electric School Bus with Lift	77-Capacity School Bus	77-Capacity School Bus with Lift	77-Capacity Electric School Bus	77 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

BID NO: ITB 2026-07

SCHOOL BUS BASE UNIT CONFIGURATION PRICING

COLLINS BASE PRICING

Type A Conventional- 14 and 29 Capacity

Type A	14-Capacity School Bus	14-Capacity School Bus with Lift	14-Capacity Electric School Bus	14 Capacity Electric School Bus with Lift	29-Capacity School Bus	29-Capacity School Bus with Lift	29-Capacity Electric School Bus	29 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	\$101,167	\$112,613	NO BID	NO BID	\$108,301	\$117,300	NO BID	NO BID

Type C Conventional - 14 and 29 Capacity

Type C	14-Capacity School Bus	14-Capacity School Bus with Lift	14-Capacity Electric School Bus	14 Capacity Electric School Bus with Lift	29-Capacity School Bus	29-Capacity School Bus with Lift	29-Capacity Electric School Bus	29 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

Type C Conventional - 47 and 65 Capacity

Type C	47-Capacity School Bus	47-Capacity School Bus with Lift	47-Capacity Electric School Bus	47 Capacity Electric School Bus with Lift	65-Capacity School Bus	65-Capacity School Bus with Lift	65-Capacity Electric School Bus	65 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

Type C Conventional - 71 and 77 Capacity

Type C	71-Capacity School Bus	71-Capacity School Bus with Lift	71-Capacity Electric School Bus	71 Capacity Electric School Bus with Lift	77-Capacity School Bus	77-Capacity School Bus with Lift	77-Capacity Electric School Bus	77 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

Type D Front Engine - 71 and 77 Capacity

Type D Front Engine (FE)	71-Capacity School Bus	71-Capacity School Bus with Lift	71-Capacity Electric School Bus	71 Capacity Electric School Bus with Lift	77-Capacity School Bus	77-Capacity School Bus with Lift	77-Capacity Electric School Bus	77 Capacity Electric School Bus with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

BID NO: ITB 2026-07

MFSAB BASE UNIT AND CONFIGURATION PRICING

THOMAS BASE PRICING

NOTE: MFSAB BASE PRICES MUST INCLUDE 3-POINT LAP/SHOULDER SEAT BELTS FOR ALL SEATING POSITIONS.

Type A Conventional- 14 and 29 Capacity MFSABs								
Type A	14-Capacity MFSAB	14-Capacity MFSAB with Lift	14-Capacity Electric MFSAB	14 Capacity ELECTRIC MFSAB with Lift	29-Capacity MFSAB	29-Capacity MFSAB with Lift	29-Capacity Electric MFSAB	29 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	\$96,846	\$106,810	NO BID	NO BID	\$102,699	\$106,810	NO BID	NO BID
Type C Conventional - 14 and 29 Capacity MFSABs								
Type C	14-Capacity MFSAB	14-Capacity MFSAB with Lift	14-Capacity Electric MFSAB	14 Capacity Electric MFSAB with Lift	29-Capacity MFSAB	29-Capacity MFSAB with Lift	29-Capacity Electric MFSAB	29 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	\$117,939	\$128,993	NO BID	NO BID	\$122,199	\$132,322	NO BID	NO BID
Type C Conventional - 47 and 65 Capacity MFSABs								
Type C	47-Capacity MFSAB	47-Capacity MFSAB with Lift	47-Capacity Electric MFSAB	47 Capacity Electric MFSAB with Lift	65-Capacity MFSAB	65-Capacity MFSAB with Lift	65-Capacity Electric MFSAB	65 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	\$129,866	\$136,647	NO BID	NO BID	\$141,752	\$148,142	NO BID	NO BID
Type C Conventional - 71 and 77 Capacity								
Type C	71-Capacity MFSAB	71-Capacity MFSAB with Lift	71-Capacity Electric MFSAB	71 Capacity Electric MFSAB with Lift	77-Capacity MFSAB	77-Capacity MFSAB with Lift	77-Capacity Electric MFSAB	77 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	\$142,651	\$148,381	NO BID	NO BID	\$147,627	\$153,913	NO BID	NO BID
Type D Front Engine - 71 and 77 Capacity								



Type D Front Engine (FE)	71-Capacity MFSAB	71-Capacity MFSAB with Lift	71-Capacity Electric MFSAB	71 Capacity Electric MFSAB with Lift	77-Capacity MFSAB	77-Capacity MFSAB with Lift	77-Capacity Electric MFSAB	77 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
Type D Front Engine - 83 and 89 Capacity								
Type D Front Engine (FE)	83-Capacity MFSAB	83-Capacity MFSAB with Lift	83-Capacity Electric MFSAB	83 Capacity Electric MFSAB with Lift	89-Capacity MFSAB	89-Capacity MFSAB with Lift	89-Capacity Electric MFSAB	89 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	\$190,378	NO BID	NO BID	NO BID
Type D Rear Engine - 72 and 78 Capacity								
Type D Rear Engine (RE) -	72-Capacity MFSAB	72-Capacity MFSAB with Lift	72-Capacity Electric MFSAB	72 Capacity Electric MFSAB with Lift	78-Capacity MFSAB	78-Capacity MFSAB with Lift	78-Capacity Electric MFSAB	78 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
Type D Rear Engine - 84 and 89 Capacity								
Type D Rear Engine (RE) -	84-Capacity MFSAB	84-Capacity MFSAB with Lift	84-Capacity Electric MFSAB	84 Capacity Electric MFSAB with Lift	89-Capacity MFSAB	89-Capacity MFSAB with Lift	89-Capacity Electric MFSAB	89 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	\$206,120	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

BID NO: ITB 2026-07 MFSAB BASE UNIT AND CONFIGURATION PRICING

NOTE: MFSAB BASE PRICES MUST INCLUDE 3-POINT LAP/SHOULDER SEAT BELTS FOR ALL SEATING POSITIONS.

COLLINS BASE PRICING

Type A Conventional- 14 and 29 Capacity MFSABs

Type A	14-Capacity MFSAB	14-Capacity MFSAB with Lift	14-Capacity Electric MFSAB	14 Capacity ELECTRIC MFSAB with Lift	29-Capacity MFSAB	29-Capacity MFSAB with Lift	29-Capacity Electric MFSAB	29 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	\$99,193	\$110,707	NO BID	NO BID	\$105,327	\$115,418	NO BID	NO BID

Type C Conventional - 14 and 29 Capacity MFSABs

Type C	14-Capacity MFSAB	14-Capacity MFSAB with Lift	14-Capacity Electric MFSAB	14 Capacity Electric MFSAB with Lift	29-Capacity MFSAB	29-Capacity MFSAB with Lift	29-Capacity Electric MFSAB	29 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

Type C Conventional - 47 and 65 Capacity MFSABs

Type C	47-Capacity MFSAB	47-Capacity MFSAB with Lift	47-Capacity Electric MFSAB	47 Capacity Electric MFSAB with Lift	65-Capacity MFSAB	65-Capacity MFSAB with Lift	65-Capacity Electric MFSAB	65 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

Type C Conventional - 71 and 77 Capacity

Type C	71-Capacity MFSAB	71-Capacity MFSAB with Lift	71-Capacity Electric MFSAB	71 Capacity Electric MFSAB with Lift	77-Capacity MFSAB	77-Capacity MFSAB with Lift	77-Capacity Electric MFSAB	77 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

Type D Front Engine - 71 and 77 Capacity

Type D Front Engine (FE)	71-Capacity MFSAB	71-Capacity MFSAB with Lift	71-Capacity Electric MFSAB	71 Capacity Electric MFSAB with Lift	77-Capacity MFSAB	77-Capacity MFSAB with Lift	77-Capacity Electric MFSAB	77 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
Type D Front Engine - 83 and 89 Capacity								
Type D Front Engine (FE)	83-Capacity MFSAB	83-Capacity MFSAB with Lift	83-Capacity Electric MFSAB	83 Capacity Electric MFSAB with Lift	89-Capacity MFSAB	89-Capacity MFSAB with Lift	89-Capacity Electric MFSAB	89 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
Type D Rear Engine - 72 and 78 Capacity								
Type D Rear Engine (RE) -	72-Capacity MFSAB	72-Capacity MFSAB with Lift	72-Capacity Electric MFSAB	72 Capacity Electric MFSAB with Lift	78-Capacity MFSAB	78-Capacity MFSAB with Lift	78-Capacity Electric MFSAB	78 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
Type D Rear Engine - 84 and 89 Capacity								
Type D Rear Engine (RE) -	84-Capacity MFSAB	84-Capacity MFSAB with Lift	84-Capacity Electric MFSAB	84 Capacity Electric MFSAB with Lift	89-Capacity MFSAB	89-Capacity MFSAB with Lift	89-Capacity Electric MFSAB	89 Capacity Electric MFSAB with Lift
Matthews Bus Alliance, Inc.	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

14 Capacity Type A, Complete School Bus, under 26,001 lbs GVWR

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance		
Body Make	Thomas 041MS		
Chassis Make and Model	Chevrolet CG33503		
Standard Transmission	GM 6 Speed Auto		
Standard Engine, HP/LB-FT	6.6L Gas		
Standard Lift	N/A		
Base Gasoline Bus Price:	\$97,846		
Base MFSAB Price:	\$96,846		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	N/A		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	N/A		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/A		
[C6] 270 Amp L/N 4864 Alternator	N/A		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	N/A		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	N/A		
[C12] Straight Floor	N/A		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	N/A		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	N/A		
[B4] 76" High Headroom (minimum)	72" STD		
[B5A] Intercom/PA	N/A		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$75		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	N/A		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$650		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$800		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	N/A		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$500		
[B19] Tailpipe through Bumper	N/A		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	N/A		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

14 Capacity Type A, Complete School Bus, under 26,001 lbs GVWR

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance		
Body Make	DH400		
Chassis Make and Model	Chevrolet G3500		
Standard Transmission	GM 6 Speed Auto		
Standard Engine, HP/LB-FT	6.6L Gas		
Standard Lift	N/A		
Base Gasoline Bus Price:	\$101,167		
Base MFSAB Price:	\$99,193		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks *Tow Eyes	\$75		
[C1B] Rear Tow Hooks *Tow Eyes	\$75		
[C2] Spare Disc Wheel	N/A		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/A		
[C6] 270 Amp L/N 4864 Alternator	N/A		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	N/A		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	N/A		
[C12] Straight Floor	N/A		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	N/A		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA	N/A		
[B5B] PA with Radio	\$500		
[B5C] Stereo Radio (no PA)	STD		
[B6] Locking Door at Fuel Tank	\$115		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$1,375		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$724		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD		
[B12] Full Perf. Ceiling Panel	STD		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD Heated		
[B16] Battery Disconnect Switch Label	N/A		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$89		
[B20] Powder-Coated Windows	N/A		
[B21] Driver's Seat with Integrated Seat Belt	STD		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance		
Body Make	Thomas 051MS		
Chassis Make and Model	Chevrolet CG33803		
Standard Transmission	GM 6 Speed Auto		
Standard Engine, HP/LB-FT	6.6L Gas		
Standard Lift	NL919FIB-2		
Base Gasoline Bus Price:	\$107,810		
Base MFSAB Price:	\$106,810		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	N/A		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	N/A		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/A		
[C6] 270 Amp L/N 4864 Alternator	N/A		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	N/A		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	N/A		
[C12] Straight Floor *Raised Floor	\$1,500		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	N/A		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	N/A		
[B4] 76" High Headroom (minimum)	72" STD		
[B5A] Intercom/PA	N/A		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$75		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	N/A		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$650		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$800		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	N/A		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$500		
[B19] Tailpipe through Bumper	N/A		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	N/A		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		



Matthews Bus Alliance, Inc.		Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance			
Body Make	DE416WR			
Chassis Make and Model	Chevrolet G3500			
Standard Transmission	GM 6 Speed Auto			
Standard Engine, HP/LB-FT	6.6L Gas			
Standard Lift	Braun NCL1000IB3351HB-2			
Base Gasoline Bus Price:	\$112,613			
Base MFSAB Price:	\$110,707			
Base Electric School Bus Price:	NO BID			
Base Electric MFSAB Price:	NO BID			
[C1A] Front Tow Hooks	\$75			
[C1B] Rear Tow Hooks	\$75			
[C2] Spare Disc Wheel	N/A			
[C3] Auto Trans Warranty (5 yr unlimited)	STD			
[C4] 75-100 Gallon Fuel Tank	N/A			
[C5] Low-Profile Radial Tires	N/A			
[C6] 270 Amp L/N 4864 Alternator	N/A			
[C7] Type D Front Air Ride Suspension	N/A			
[C8] Adjustable Pedals	N/A			
[C9] 3000-PTS Transmission	N/A			
[C10] Air Ride Rear Suspension	N/A			
[C12] Straight Floor *Raised Floor	STD			
[C13] Auto Headlamp System	STD			
[C14] Air Disc Brakes	N/A			
[B1] Pro Lo Hatch	STD			
[B3] Vandal Box w/Key	STD			
[B4] 76" High Headroom (minimum)	STD			
[B5A] Intercom/PA	N/A			
[B5B] PA with Radio	\$500			
[B5C] Stereo Radio (no PA)	STD			
[B6] Locking Door at Fuel Tank	\$115			
[B7A] CE White Integrated Child Restraint Seat	N/A			
[B7B] IMMI Child Safety Seat	\$1,375			
[B7C] Syntech Integrated Child Restraint Seat	N/A			
[B7D] BTI Integrated Child Restraint Seat	N/A			
[B8] Exterior Body Light Monitor	\$724			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD			
[B12] Full Perf. Ceiling Panel	STD			
[B13] Bus Lockup System	\$300			
[B14] Wire Pupil Crossing Arm	N/A			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD Heated			
[B16] Battery Disconnect Switch Label	N/A			
[B17] Red Light Emergency Door	\$70			
[B18] Underseat Rear Heater	\$900			
[B19] Tailpipe through Bumper	\$89			
[B20] Powder-Coated Windows	N/A			
[B21] Driver's Seat with Integrated Seat Belt	STD			
[B22] Delete W/C - Add Seat	N/A			
[B23] Delete Seat - Add W/C	N/A			
[B24] Wheelchair Securement Area Lighting	N/A			
[B25] Track Seating	\$1,721			
[B26] Standard Track-seating Seat	N/A			



29 Capacity Type A Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance		
Body Make	Thomas 051MS		
Chassis Make and Model	Chevrolet CG33803		
Standard Transmission	GM 6 Speed Auto		
Standard Engine, HP/LB-FT	6.6L Gas		
Standard Lift	N/A		
Base Gasoline Bus Price:	\$103,699		
Base MFSAB Price:	\$102,699		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	N/A		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	N/A		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/A		
[C6] 270 Amp L/N 4864 Alternator	N/A		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	N/A		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	N/A		
[C12] Straight Floor	N/A		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	N/A		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	N/A		
[B4] 76" High Headroom (minimum)	72" STD		
[B5A] Intercom/PA	N/A		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$75		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	N/A		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$650		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$800		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	N/A		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$500		
[B19] Tailpipe through Bumper	N/A		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	N/A		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

29 Capacity Type A Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance		
Body Make	DH500		
Chassis Make and Model	Chevrolet G4500		
Standard Transmission	GM 6 Speed Auto		
Standard Engine, HP/LB-FT	6.6L Gas		
Standard Lift	N/A		
Base Gasoline Bus Price:	\$108,301		
Base MFSAB Price:	\$105,327		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	\$75		
[C1B] Rear Tow Hooks	\$75		
[C2] Spare Disc Wheel	N/A		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/A		
[C6] 270 Amp L/N 4864 Alternator	N/A		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	N/A		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	N/A		
[C12] Straight Floor	N/A		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	N/A		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA	N/A		
[B5B] PA with Radio	\$500		
[B5C] Stereo Radio (no PA)	STD		
[B6] Locking Door at Fuel Tank	\$115		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$1,375		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$724		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD		
[B12] Full Perf. Ceiling Panel	STD		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD Heated		
[B16] Battery Disconnect Switch Label	N/A		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$89		
[B20] Powder-Coated Windows	N/A		
[B21] Driver's Seat with Integrated Seat Belt	STD		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

Matthews Bus Alliance, Inc.		Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance			
Body Make	Thomas 051MS			
Chassis Make and Model	Chevrolet CG33803			
Standard Transmission	GM 6 Speed Auto			
Standard Engine, HP/LB-FT	6.6L Gas			
Standard Lift	NL919FIB-2			
Base Gasoline Bus Price:	\$109,099			
Base MFSAB Price:	\$108,099			
Base Electric School Bus Price:	NO BID			
Base Electric MFSAB Price:	NO BID			
[C1A] Front Tow Hooks	N/A			
[C1B] Rear Tow Hooks	\$155			
[C2] Spare Disc Wheel	N/A			
[C3] Auto Trans Warranty (5 yr unlimited)	STD			
[C4] 75-100 Gallon Fuel Tank	N/A			
[C5] Low-Profile Radial Tires	N/A			
[C6] 270 Amp L/N 4864 Alternator	N/A			
[C7] Type D Front Air Ride Suspension	N/A			
[C8] Adjustable Pedals	N/A			
[C9] 3000-PTS Transmission	N/A			
[C10] Air Ride Rear Suspension	N/A			
[C12] Straight Floor *Raised Floor	\$1,500			
[C13] Auto Headlamp System	STD			
[C14] Air Disc Brakes	N/A			
[B1] Pro Lo Hatch	STD			
[B3] Vandal Box w/Key	N/A			
[B4] 76" High Headroom (minimum)	72" STD			
[B5A] Intercom/PA	N/A			
[B5B] PA with Radio	\$714			
[B5C] Stereo Radio (no PA)	\$550			
[B6] Locking Door at Fuel Tank	\$75			
[B7A] CE White Integrated Child Restraint Seat	N/A			
[B7B] IMMI Child Safety Seat	N/A			
[B7C] Syntech Integrated Child Restraint Seat	N/A			
[B7D] BTI Integrated Child Restraint Seat	N/A			
[B8] Exterior Body Light Monitor	\$650			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD			
[B12] Full Perf. Ceiling Panel	\$575			
[B13] Bus Lockup System	\$800			
[B14] Wire Pupil Crossing Arm	N/A			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD			
[B16] Battery Disconnect Switch Label	N/A			
[B17] Red Light Emergency Door	\$70			
[B18] Underseat Rear Heater	\$500			
[B19] Tailpipe through Bumper	N/A			
[B20] Powder-Coated Windows	STD			
[B21] Driver's Seat with Integrated Seat Belt	N/A			
[B22] Delete W/C - Add Seat	N/A			
[B23] Delete Seat - Add W/C	N/A			
[B24] Wheelchair Securement Area Lighting	N/A			
[B25] Track Seating	N/A			
[B26] Standard Track-seating Seat	N/A			



Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance		
Body Make	DE516WR		
Chassis Make and Model	Chevrolet G4500		
Standard Transmission	GM 6 Speed Auto		
Standard Engine, HP/LB-FT	6.6L Gas		
Standard Lift	Braun NCL1000IB3351HB-2		
Base Gasoline Bus Price:	\$117,300		
Base MFSAB Price:	\$115,418		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	\$75		
[C1B] Rear Tow Hooks	\$75		
[C2] Spare Disc Wheel	N/A		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/A		
[C6] 270 Amp L/N 4864 Alternator	N/A		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	N/A		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	N/A		
[C12] Straight Floor	STD		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	N/A		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA	N/A		
[B5B] PA with Radio	\$500		
[B5C] Stereo Radio (no PA)	STD		
[B6] Locking Door at Fuel Tank	\$115		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$1,375		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$724		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity)	STD		
[B12] Full Perf. Ceiling Panel	STD		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD Heated		
[B16] Battery Disconnect Switch Label	N/A		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$89		
[B20] Powder-Coated Windows	N/A		
[B21] Driver's Seat with Integrated Seat Belt	STD		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	\$1,721		
[B26] Standard Track-seating Seat	N/A		



14 Capacity Type C School Bus / MFSAB under 26,001 lbs GVWR

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column	
Base Bidder	Matthews Bus Alliance, Inc.	
Body Make and Model	Thomas 161TS	
Chassis Make and Model	Freightliner B2 106	
Standard Transmission	Allison 2500 PTS	
Standard Engine, HP/LB-FT	Cummins ISB 250/660	
Standard Lift Model	N/A	
Base Diesel Bus Price:	\$112,439	
Base MFSAB Price:	\$117,939	
Base Electric School Bus Price:	NO BID	
Base Electric MFSAB Price:	NO BID	
[C1A] Front Tow Hooks	STD	
[C1B] Rear Tow Hooks	\$155	
[C2] Spare Disc Wheel	\$162	
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD	
[C4] 75-100 Gallon Fuel Tank	N/A	
[C5] Low-Profile Radial Tires	N/C	
[C6] 270 Amp L/N 4864 Alternator	\$693	
[C7] Type D Front Air Ride Suspension	N/A	
[C8] Adjustable Pedals	\$940	
[C9] 3000-PTS Transmission	N/A	
[C10] Air Ride Rear Suspension	\$895	
[C12] Straight Floor	\$650	
[C13] Auto Headlamp System	STD	
[C14] Air Disc Brakes	\$2,385	
[B1] Pro Lo Hatch	STD	
[B3] Vandal Box w/Key	STD	
[B4] 76" High Headroom (minimum)	78" STD	
[B5A] Intercom/PA	\$627	
[B5B] PA with Radio	\$714	
[B5C] Stereo Radio (no PA)	\$550	
[B6] Locking Door at Fuel Tank	\$15	
[B7A] CE White Integrated Child Restraint Seat	N/A	
[B7B] IMMI Child Safety Seat	\$600	
[B7C] Syntech Integrated Child Restraint Seat	N/A	
[B7D] BTI Integrated Child Restraint Seat	N/A	
[B8] Exterior Body Light Monitor	STD	
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$3,500	
[B12] Full Perf. Ceiling Panel	\$575	
[B13] Bus Lockup System	\$300	
[B14] Wire Pupil Crossing Arm	N/A	
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD	
[B16] Battery Disconnect Switch Label	\$15	
[B17] Red Light Emergency Door	\$70	
[B18] Underseat Rear Heater	\$900	
[B19] Tailpipe through Bumper	\$105	
[B20] Powder-Coated Windows	STD	
[B21] Driver's Seat with Integrated Seat Belt	\$550	
[B22] Delete W/C - Add Seat	N/A	
[B23] Delete Seat - Add W/C	N/A	
[B24] Wheelchair Securement Area Lighting	N/A	
[B25] Track Seating	N/A	
[B26] Standard Track-seating Seat	N/A	

14 Specialty Type C School Bus - MFSAB model B212 for 21-25 seats with 1-2		
Matthews Bus Alliance, Inc.	Enter Bid \$ in this column	
Base Bidder	Matthews Bus Alliance, Inc.	
Body Make and Model	Thomas 191TS	
Chassis Make and Model	Freightliner B2 106	
Standard Transmission	Allison 2500 PTS	
Standard Engine, HP/LB-FT	Cummins ISB 250/660	
Standard Lift Model	BRAUN - NL919IB-2	
Base Diesel Bus Price:	\$123,493	
Base MFSAB Price:	\$128,993	
Base Electric School Bus Price:	NO BID	
Base Electric MFSAB Price:	NO BID	
[C1A] Front Tow Hooks	STD	
[C1B] Rear Tow Hooks	\$155	
[C2] Spare Disc Wheel	\$162	
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD	
[C4] 75-100 Gallon Fuel Tank	N/A	
[C5] Low-Profile Radial Tires	N/C	
[C6] 270 Amp L/N 4864 Alternator	\$693	
[C7] Type D Front Air Ride Suspension	N/A	
[C8] Adjustable Pedals	\$940	
[C9] 3000-PTS Transmission	N/A	
[C10] Air Ride Rear Suspension	\$895	
[C12] Straight Floor	\$650	
[C13] Auto Headlamp System	STD	
[C14] Air Disc Brakes	\$2,385	
[B1] Pro Lo Hatch	STD	
[B3] Vandal Box w/Key	STD	
[B4] 76" High Headroom (minimum)	78" STD	
[B5A] Intercom/PA	\$627	
[B5B] PA with Radio	\$714	
[B5C] Stereo Radio (no PA)	\$550	
[B6] Locking Door at Fuel Tank	\$15	
[B7A] CE White Integrated Child Restraint Seat	N/A	
[B7B] IMMI Child Safety Seat	\$600	
[B7C] Syntech Integrated Child Restraint Seat	N/A	
[B7D] BTI Integrated Child Restraint Seat	N/A	
[B8] Exterior Body Light Monitor	STD	
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$1,137	
[B12] Full Perf. Ceiling Panel	\$575	
[B13] Bus Lockup System	\$300	
[B14] Wire Pupil Crossing Arm	N/A	
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD	
[B16] Battery Disconnect Switch Label	\$15	
[B17] Red Light Emergency Door	\$70	
[B18] Underseat Rear Heater	\$900	
[B19] Tailpipe through Bumper	\$105	
[B20] Powder-Coated Windows	STD	
[B21] Driver's Seat with Integrated Seat Belt	\$550	
[B22] Delete W/C - Add Seat	(\$534)	
[B23] Delete Seat - Add W/C	\$534	
[B24] Wheelchair Securement Area Lighting	N/A	
[B25] Track Seating	N/A	
[B26] Standard Track-seating Seat	N/A	



29 Capacity Type C Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 161TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 250/660		
Standard Lift Model	N/A		
Base Diesel Bus Price:	\$116,699		
Base MFSAB Price:	\$122,199		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$3,500		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

Matthews Bus Alliance, Inc.		Enter Bid \$ in this column		
Base Bidder		Matthews Bus Alliance, Inc.		
Body Make and Model		Thomas 191TS		
Chassis Make and Model		Freightliner B2 106		
Standard Transmission		Allison 2500 PTS		
Standard Engine, HP/LB-FT		Cummins ISB 250/660		
Standard Lift Model		BRAUN - NL919IB-2		
Base Diesel Bus Price:		\$126,822		
Base MFSAB Price:		\$132,322		
Base Electric School Bus Price:		NO BID		
Base Electric MFSAB Price:		NO BID		
[C1A] Front Tow Hooks		STD		
[C1B] Rear Tow Hooks		\$155		
[C2] Spare Disc Wheel		\$162		
[C3] Auto Trans Warranty (5 yr unlimited)		7 yr STD		
[C4] 75-100 Gallon Fuel Tank		N/A		
[C5] Low-Profile Radial Tires		N/C		
[C6] 270 Amp L/N 4864 Alternator		\$693		
[C7] Type D Front Air Ride Suspension		N/A		
[C8] Adjustable Pedals		\$940		
[C9] 3000-PTS Transmission		N/A		
[C10] Air Ride Rear Suspension		\$895		
[C12] Straight Floor		\$650		
[C13] Auto Headlamp System		STD		
[C14] Air Disc Brakes		\$2,385		
[B1] Pro Lo Hatch		STD		
[B3] Vandal Box w/Key		STD		
[B4] 76" High Headroom (minimum)		78" STD		
[B5A] Intercom/PA		\$627		
[B5B] PA with Radio		\$714		
[B5C] Stereo Radio (no PA)		\$550		
[B6] Locking Door at Fuel Tank		\$15		
[B7A] CE White Integrated Child Restraint Seat		N/A		
[B7B] IMMI Child Safety Seat		\$600		
[B7C] Syntech Integrated Child Restraint Seat		N/A		
[B7D] BTI Integrated Child Restraint Seat		N/A		
[B8] Exterior Body Light Monitor		STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)		\$1,137		
[B12] Full Perf. Ceiling Panel		\$575		
[B13] Bus Lockup System		\$300		
[B14] Wire Pupil Crossing Arm		N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)		STD		
[B16] Battery Disconnect Switch Label		\$15		
[B17] Red Light Emergency Door		\$70		
[B18] Underseat Rear Heater		\$900		
[B19] Tailpipe through Bumper		\$105		
[B20] Powder-Coated Windows		STD		
[B21] Driver's Seat with Integrated Seat Belt		\$550		
[B22] Delete W/C - Add Seat		(\$534)		
[B23] Delete Seat - Add W/C		\$534		
[B24] Wheelchair Securement Area Lighting		N/A		
[B25] Track Seating		N/A		
[B26] Standard Track-seating Seat		N/A		



47 Capacity Type C Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 221TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 250/660		
Standard Lift Model	N/A		
Base Diesel Bus Price:	\$124,366		
Base MFSAB Price:	\$129,866		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank*	N/A		
[C5] Low-Profile Radial Tires**	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$5,000		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

17 Capacity Type C Elementary School Bus with LRV

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 221TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 250/660		
Standard Lift Model	BRAUN - NL919IB-2		
Base Diesel Bus Price:	\$131,147		
Base MFSAB Price:	\$136,647		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank	N/A		
[C5] Low-Profile Radial Tires	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$3,000		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	(\$534)		
[B23] Delete Seat - Add W/C	\$534		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		



65 Capacity Type C Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 310TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 220/600		
Standard Lift Model	N/A		
Base Diesel Bus Price:	\$136,252		
Base MFSAB Price:	\$141,752		
Base Electric School Bus Price:	\$388,487		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank	\$670		
[C5] Low-Profile Radial Tires	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$6,500		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 310TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 220/600		
Standard Lift Model	BRAUN - NL919IB-2		
Base Diesel Bus Price:	\$142,642		
Base MFSAB Price:	\$148,142		
Base Electric School Bus Price:	\$394,994		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank	\$670		
[C5] Low-Profile Radial Tires	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$4,500		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	(\$534)		
[B23] Delete Seat - Add W/C	\$534		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		



71 Capacity Type C Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 311TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 220/600		
Standard Lift Model	N/A		
Base Diesel Bus Price:	\$137,151		
Base MFSAB Price:	\$142,651		
Base Electric School Bus Price:	\$388,933		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank*	\$670		
[C5] Low-Profile Radial Tires**	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$6,500		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

Matthews Bus Alliance, Inc.		Enter Bid \$ in this column	
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 311TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 220/600		
Standard Lift Model	BRAUN - NL919IB-2		
Base Diesel Bus Price:	\$142,881		
Base MFSAB Price:	\$148,381		
Base Electric School Bus Price:	\$395,244		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank	\$670		
[C5] Low-Profile Radial Tires	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$4,500		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	(\$534)		
[B23] Delete Seat - Add W/C	\$534		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

77 Capacity Type C Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 341TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 250/600		
Standard Lift Model	N/A		
Base Diesel Bus Price:	\$142,127		
Base MFSAB Price:	\$147,627		
Base Electric School Bus Price:	\$392,944		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (7 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank*	\$670		
[C5] Low-Profile Radial Tires**	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$7,500		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 341TS		
Chassis Make and Model	Freightliner B2 106		
Standard Transmission	Allison 2500 PTS		
Standard Engine, HP/LB-FT	Cummins ISB 250/600		
Standard Lift Model	BRAUN - NL919IB-2		
Base Diesel Bus Price:	\$148,413		
Base MFSAB Price:	\$153,913		
Base Electric School Bus Price:	\$399,445		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$162		
[C3] Auto Trans Warranty (5 yr unlimited)	7 yr STD		
[C4] 75-100 Gallon Fuel Tank	\$670		
[C5] Low-Profile Radial Tires	N/C		
[C6] 270 Amp L/N 4864 Alternator	\$693		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	\$940		
[C9] 3000-PTS Transmission	N/A		
[C10] Air Ride Rear Suspension	\$895		
[C12] Straight Floor	\$650		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$2,385		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	STD		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$550		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$600		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	STD		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$5,000		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$300		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$70		
[B18] Underseat Rear Heater	\$900		
[B19] Tailpipe through Bumper	\$105		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$550		
[B22] Delete W/C - Add Seat	(\$534)		
[B23] Delete Seat - Add W/C	\$534		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		



71 Capacity Type D Front Engine (FE) Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)			
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System	STD		
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)			
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			

[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	STD		
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)			
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			



[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



77 Capacity Type D Front Engine (FE) Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			



[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (7 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator *STD w/RAC AC			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)			
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)			
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			



[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



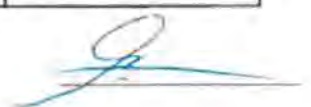
83 Capacity Type D Front Engine (FE) Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			

[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			



[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



89 Capacity Type D Front Engine (FE) Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 401ES		
Chassis Make and Model	Thomas CHS8		
Standard Transmission	Allison 3000 PTS		
Standard Engine, HP/LB-FT	Cummins B6.7 260/660		
Standard Lift Model	N/A		
Base Diesel Bus Price:	\$183,378		
Base MFSAB Price:	\$190,378		
Base Electric School Bus Price:	NO BID		
Base Electric MFSAB Price:	NO BID		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$200		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank*	\$550		
[C5] Low-Profile Radial Tires**	N/A		
[C6] 270 Amp L/N 4864 Alternator	\$1,024		
[C7] Type D Front Air Ride Suspension	N/A		
[C8] Adjustable Pedals	N/A		
[C9] 3000-PTS Transmission	STD		
[C10] Air Ride Rear Suspension	\$899		
[C12] Straight Floor	N/A		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	\$1,875		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	\$25		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$675		
[B5B] PA with Radio	\$750		
[B5C] Stereo Radio (no PA)	\$655		
[B6] Locking Door at Fuel Tank	\$11		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$650		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$450		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$10,000		
[B12] Full Perf. Ceiling Panel	\$575		
[B13] Bus Lockup System	\$350		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$10		
[B17] Red Light Emergency Door	\$115		
[B18] Underseat Rear Heater	\$899		
[B19] Tailpipe through Bumper	N/A		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$600		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		

[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		



40 Capacity Type D Front Engine (FE) Complete School Bus with LIFT

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			



[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



72 Capacity Type D Rear Engine (RE) Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



78 Capacity Type D Rear Engine (RE) Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



84 Capacity Type D Rear Engine (RE) Complete School Bus

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder	Matthews Bus Alliance, Inc.		
Body Make and Model	Thomas 380DS		
Chassis Make and Model	Thomas CHSY		
Standard Transmission	Allison 3000 PTS		
Standard Engine, HP/LB-FT	Cummins B6.7 260/660		
Standard Lift Model	N/A		
Base Diesel Bus Price:	\$199,620		
Base MFSAB Price:	\$206,120		
Base Electric School Bus Price:	N/A		
Base Electric MFSAB Price:	N/A		
[C1A] Front Tow Hooks	STD		
[C1B] Rear Tow Hooks	\$155		
[C2] Spare Disc Wheel	\$200		
[C3] Auto Trans Warranty (5 yr unlimited)	STD		
[C4] 75-100 Gallon Fuel Tank*	\$775		
[C5] Low-Profile Radial Tires**	N/A		
[C6] 270 Amp L/N 4864 Alternator	STD w/MCC AC		
[C7] Type D Front Air Ride Suspension	\$1,750		
[C8] Adjustable Pedals	\$2,000		
[C9] 3000-PTS Transmission	STD		
[C10] Air Ride Rear Suspension	STD		
[C12] Straight Floor	N/A		
[C13] Auto Headlamp System	STD		
[C14] Air Disc Brakes	N/A		
[B1] Pro Lo Hatch	STD		
[B3] Vandal Box w/Key	\$25		
[B4] 76" High Headroom (minimum)	78" STD		
[B5A] Intercom/PA	\$627		
[B5B] PA with Radio	\$714		
[B5C] Stereo Radio (no PA)	\$625		
[B6] Locking Door at Fuel Tank	\$15		
[B7A] CE White Integrated Child Restraint Seat	N/A		
[B7B] IMMI Child Safety Seat	\$650		
[B7C] Syntech Integrated Child Restraint Seat	N/A		
[B7D] BTI Integrated Child Restraint Seat	N/A		
[B8] Exterior Body Light Monitor	\$450		
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)	\$8,200		
[B12] Full Perf. Ceiling Panel	\$600		
[B13] Bus Lockup System	\$375		
[B14] Wire Pupil Crossing Arm	N/A		
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label	\$15		
[B17] Red Light Emergency Door	\$200		
[B18] Underseat Rear Heater	\$650		
[B19] Tailpipe through Bumper	N/A		
[B20] Powder-Coated Windows	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$600		
[B22] Delete W/C - Add Seat	N/A		
[B23] Delete Seat - Add W/C	N/A		
[B24] Wheelchair Securement Area Lighting	N/A		
[B25] Track Seating	N/A		
[B26] Standard Track-seating Seat	N/A		

14 Capacity Type D New Engine (SE) Complete School Bus with Lift

Matthews Bus Alliance, Inc.	Enter Bid \$ in this column		
Base Bidder			
Body Make and Model			
Chassis Make and Model			
Standard Transmission			
Standard Engine, HP/LB-FT			
Standard Lift Model			
Base Diesel Bus Price:			
Base MFSAB Price:			
Base Electric School Bus Price:			
Base Electric MFSAB Price:			
[C1A] Front Tow Hooks			
[C1B] Rear Tow Hooks			
[C2] Spare Disc Wheel			
[C3] Auto Trans Warranty (5 yr unlimited)			
[C4] 75-100 Gallon Fuel Tank*			
[C5] Low-Profile Radial Tires**			
[C6] 270 Amp L/N 4864 Alternator			
[C7] Type D Front Air Ride Suspension			
[C8] Adjustable Pedals			
[C9] 3000-PTS Transmission			
[C10] Air Ride Rear Suspension			
[C12] Straight Floor			
[C13] Auto Headlamp System			
[C14] Air Disc Brakes			
[B1] Pro Lo Hatch			
[B3] Vandal Box w/Key			
[B4] 76" High Headroom (minimum)	STD		
[B5A] Intercom/PA			
[B5B] PA with Radio			
[B5C] Stereo Radio (no PA)			
[B6] Locking Door at Fuel Tank			
[B7A] CE White Integrated Child Restraint Seat			
[B7B] IMMI Child Safety Seat			
[B7C] Syntech Integrated Child Restraint Seat			
[B7D] BTI Integrated Child Restraint Seat			
[B8] Exterior Body Light Monitor			
[B11] Lap/Shoulder Belts (PRICE PER UNIT - no reduction in seating capacity) (Included in base MFSAB)			
[B12] Full Perf. Ceiling Panel			
[B13] Bus Lockup System			
[B14] Wire Pupil Crossing Arm			
[B15] Stainless Steel Mirror System (with non-corrosive brackets & fasteners)	STD		
[B16] Battery Disconnect Switch Label			
[B17] Red Light Emergency Door			
[B18] Underseat Rear Heater			
[B19] Tailpipe through Bumper			
[B20] Powder-Coated Windows			
[B21] Driver's Seat with Integrated Seat Belt			
[B22] Delete W/C - Add Seat			
[B23] Delete Seat - Add W/C			
[B24] Wheelchair Securement Area Lighting			
[B25] Track Seating			
[B26] Standard Track-seating Seat			



DELIVERY REGIONS

Matthews Bus Alliance, Inc.

<u>REGION 1</u>	<u>COUNTY SEAT</u>
Bay	Panama City
Calhoun	Blountstown
Escambia	Pensacola
Franklin	Apalachicola
Gulf	Port St. Joe
Holmes	Bonifay
Jackson	Marianna
Liberty	Bristol
Okaloosa	Crestview
Santa Rosa	Milton
Walton	Defuniak Springs
Washington	Chipley
<u>REGION 2</u>	<u>COUNTY SEAT</u>
Alachua	Gainesville
Baker	Macclenny
Bradford	Starke
Clay	Green Cove Springs
Columbia	Lake City
Dixie	Cross City
Duval	Jacksonville
Gadsden	Quincy
Gilchrist	Trenton
Hamilton	Jasper
Jefferson	Monticello
Lafayette	Mayo
Leon	Tallahassee
Levy	Bronson
Madison	Madison
Nassau	Fernandina Beach
Suwannee	Live Oak
Taylor	Perry
Union	Lake Butler
Wakulla	Crawfordville

<u>REGION 3</u>	<u>COUNTY SEAT</u>
Citrus	Inverness
Flagler	Bunnell
Hernando	Brooksville
Hillsborough	Tampa
Lake	Tavares
Marion	Ocala
Orange	Orlando
Pasco	New Port Richey
Pinellas	Clearwater
Putnam	Palatka
St. Johns	St. Augustine
Seminole	Sanford
Sumter	Bushnell
Volusia	DeLand
<u>REGION 4</u>	<u>COUNTY SEAT</u>
Brevard	Cocoa
Charlotte	Punta Gorda
DeSoto	Arcadia
Glades	Moore Haven
Hardee	Wauchula
Hendry	LaBelle
Highlands	Sebring
Indian River	Vero Beach
Lee	Fort Myers
Manatee	Bradenton
Martin	Stuart
Okeechobee	Okeechobee
Osceola	Kissimmee
Polk	Bartow
St. Lucie	Fort Pierce
Sarasota	Sarasota
<u>REGION 5</u>	<u>COUNTY SEAT</u>
Broward	Ft. Lauderdale
Collier	Naples
Miami-Dade	Miami
Monroe	Key West
Palm Beach	W. Palm Beach

FLORIDA BUS DELIVERY PRICE INFORMATION

BY BUS BIDDER/MANUFACTURER

Matthews Bus Alliance, Inc. Bus Manufacturer:	
<u>Enter Delivery Cost Per Region</u>	
REGION 1	\$1,385
REGION 2	\$1,281
REGION 3	\$1,205
REGION 4	\$1,242
REGION 5	\$1,334
For EV, please add	\$4,156



(THOMAS) SEATING CAPACITY FOR WHEELCHAIR LIFT BUSES

WITH FRONT-MOUNTED LIFT					WITH REAR-MOUNTED LIFT		
Capacity	Type	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)
14	A	N/A	N/A	N/A	N/A	N/A	N/A
29	A	N/A	N/A	N/A	N/A	N/A	N/A
29	C	N/A	N/A	N/A	N/A	N/A	N/A
47	C	N/A	N/A	N/A	3	16	4
65	C	N/A	N/A	N/A	3	32	7
71	C	N/A	N/A	N/A	3	34	7
77	C	N/A	N/A	N/A	3	51	9
71 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
77 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
83 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
72 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
78 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
84 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

(THOMAS) SEATING CAPACITY FOR WHEELCHAIR LIFT BUSES WITH STRAIGHT FLOOR OPTION

WITH FRONT-MOUNTED LIFT					WITH REAR-MOUNTED LIFT		
Capacity	Type	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)
14	A	N/A	N/A	N/A	1	9	3
29	A	N/A	N/A	N/A	1	6	3
29	C	N/A	N/A	N/A	3	9	5
47	C	N/A	N/A	N/A	3	21	7
65	C	N/A	N/A	N/A	3	39	10
71	C	N/A	N/A	N/A	3	42	10
77	C	N/A	N/A	N/A	3	51	11
71 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
77 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
83 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
72 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
78 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
84 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

(COLLINS) SEATING CAPACITY FOR WHEELCHAIR LIFT BUSES

WITH FRONT-MOUNTED LIFT					WITH REAR-MOUNTED LIFT		
Capacity	Type	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)
14	A	N/A	N/A	N/A	N/A	N/A	N/A
29	A	N/A	N/A	N/A	N/A	N/A	N/A
29	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
47	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
65	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
71	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
77	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
71 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
77 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
83 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
72 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
78 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
84 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

(COLLINS) SEATING CAPACITY FOR WHEELCHAIR LIFT BUSES WITH STRAIGHT FLOOR OPTION

WITH FRONT-MOUNTED LIFT					WITH REAR-MOUNTED LIFT		
Capacity	Type	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)	Standard Wheelchair Spaces	Maximum # Passengers in Regular Seats (with 3 wheelchairs)	Maximum # Wheelchair Spaces Available (reduces regular seating)
14	A	N/A	N/A	N/A	1	14	4
29	A	N/A	N/A	N/A	1	27	5
29	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
47	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
65	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
71	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
77	C	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
71 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
77 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
83 FE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
72 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
78 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID
84 RE	D	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID

**(THOMAS) STANDARD AND OPTIONAL WHEELCHAIR LIFT
AND WHEELCHAIR/OCCUPANT RESTRAINT SYSTEMS INFORMATION**

Standard Wheelchair Lift

Bus Type	Lift Make	Lift Model
Type A	BRAUN	NL919FIB-2
Type C	BRAUN	NL919IB-2
Type D	BRAUN	NO BID

Optional Wheelchair Lift #1

Bus Type	Lift Make	Lift Model	Additional Price
Type A	BRAUN	NCL1000IB3351HB-2	STD ON COLLINS
Type C	BRAUN 1000LBS	NCL1000IB3454-2	\$300
Type D	BRAUN	NO BID	

Optional Wheelchair Lift #2

Bus Type	Lift Make	Lift Model	Additional Price
Type A			
Type C			
Type D			

Standard Wheelchair Tiedown/Occupant Restraint System (WTORS)

Bus Type	WTORS Make	WTORS Model
Type A	SURE-LOK	FF612S-4C-9 RETRACTABLE SERIES L
Type C	SURE-LOK	FF612S-4C-9 RETRACTABLE SERIES L
Type D		

Optional Wheelchair Tiedown/Occupant Restraint System (WTORS) #1

Bus Type	WTORS Make	WTORS Model	Additional Price
Type A	Q-STRAINT	8300A1-SC	STD in STARS Slide & Click ONLY
Type C	Q-STRAINT	8300A1-SC	STD in STARS Slide & Click ONLY
Type D	NO BID		

Optional Wheelchair Tiedown/Occupant Restraint System (WTORS) #2

Bus Type	WTORS Make	WTORS Model	Additional Price
Type A	Q-STRAINT	Q-8100-A1-L	STD ON COLLINS
Type C			
Type D			



(MATTHEWS BUS ALLIANCE) TYPE A
OPTIONAL AIR CONDITIONING

[illegible]

(MATTHEWS BUS ALLIANCE) TYPE A
ADDITIONAL AIR CONDITIONING OPTIONS

[illegible]

(MATTHEWS BUS ALLIANCE) TYPE C
OPTIONAL AIR CONDITIONING

[illegible]



(MATTHEWS BUS ALLIANCE) TYPE C
ADDITIONAL AIR CONDITIONING OPTIONS

[illegible]

(THOMAS) TYPE D
OPTIONAL AIR CONDITIONING

[illegible]

(THOMAS) TYPE D
OPTIONAL AIR CONDITIONING

[illegible]

(THOMAS) TYPE D
ADDITIONAL AIR CONDITIONING OPTIONS

FRONT ENGINE AC					
MANUFACTURER	DESCRIPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S

REAR ENGINE AC					
MANUFACTURER	DESCRIPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S



(THOMAS) OPTIONAL ENGINE PRICING

[illegible]



(THOMAS) OPTIONAL ENGINE PRICING - TYPE D

FRONT ENGINE				
ENGINE MODEL/ DESCRIPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S

REAR ENGINE				
ENGINE MODEL/ DESCRIPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S
CUMMINS L9		\$10,000	N/A	84
CUMMINS B6.7-300		\$5,000	N/A	84



(Enter Bidder's Name Here)

[illegible]

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APPENDIX G
OPPTIONAL BAGGAGE COMPARTMENT INFORMATION

(THOMAS) (PRICE IS ONE PER BUS)

Size	Price	C					D (FE)				D (RE)		
		29	47	65	71	77	71	77	83	89	72	78	84
8.9 cu ft 30"W x 20"H (Lock & 2 gas springs STD)	\$410		X	X	X	X							
17.8 cu ft 60" W x 20"H (Lock & 2 gas springs STD)	\$975		X	X	X	X							
29.7 cu ft 100"W x 20"H (Lock & 2 gas springs STD)	\$1,175			X	X	X							
17 cu ft 60"W x 19"H (Lock & 2 gas springs STD)	\$1,100									X			
36 cu ft 100"W x 24"H (Lock & 2 gas springs STD)	\$1,550									X			X
129 cu ft 125"W x 23 1/4 H (N/A on Lift)	\$2,750												X

Size	Price	C					D (FE)				D (RE)		
		29	47	65	71	77	71	77	83	89	72	78	84

Size	Price	C					D (FE)				D (RE)		
		29	47	65	71	77	71	77	83	89	72	78	84



(THOMAS) ADDITIONAL OPTIONS

TYPE A				
OPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S
Noise Suppression Switch		STD	STD	14-29
2 Way Radio Factory Prewiring (No Radio Install)		\$375	\$375	14-29
Certificate Holder		\$10	\$10	14-29
Convert 14 Pass Mino Lift to 18 Pass		\$1,350	\$1,350	14-29
Convert 14 Pass Mino to 18 Pass		\$875	\$875	14-29
Convert 29 Pass Mino Lift to 27 Pass		N/C	N/C	14-29
Convert 29 Pass Mino to 27 Pass		N/C	N/C	14-29
Customer Supplied 2 Way Radio Install (includes factory prewiring)		\$575	\$575	14-29
Customer Supplied Bar Code Reader Install		\$300	\$300	14-29
Customer Supplied GPS Install (no factory pre-wire)		\$350	\$350	14-29
Customer Supplied Keypad Install		\$275	\$275	14-29
Customer Supplied Tablet Install		\$350	\$350	14-29
Driver's Door Entrance Step		\$125	\$125	14-29
Evac Aid Fire Blanket		\$180	\$180	14-29
Evacuation Transporter Blanket - Location based on seat plan		\$180	\$180	14-29
First Light Fully Illuminated ID Sign - Front Sign		\$1,000	\$1,000	14-29
First Light Fully Illuminated ID Sign - Rear Sign		\$1,000	\$1,000	14-29
Flush Mounted LED Entrance Light		\$133	\$133	14-29
Mud Flaps Rear (without logo)		\$50	\$50	14-29
Rooftop Lettering	Must submit with order	\$125	\$125	14-29
Rosco Back Up Mirror and Camera		\$600	\$600	14-29
Rosco Integration with Seon		\$125	\$125	14-29
Route Changer 4 Digit - Hinged		\$70	\$70	14-29
RS Assist Rail		\$50	\$50	14-29
STARS Mounting - Additional Positions for Non-Cont	See Appendix I	\$800	\$800	14-29
STARS Mounting - Non-Continuous Track w/ Slide and Click	*Req Raised Floor	\$1,400	\$1,400	14-29
STARS Mounting - Non-Continuous Track - No Seats	See Appendix I	\$500	\$500	14-29
STARS Mounting - Non-Continuous Track w/Seats	See Appendix I	\$1,200	\$1,200	14-29
Tag and Title - Minotour - County Schools		\$257	\$257	14-29
Tag and Title - Minotour - Non-County Tags		\$475	\$475	14-29
THOMAS MFSAB OPTIONS ONLY				
Guardrails One Color		\$970	\$970	14-29
Bellline One Color		\$1,380	\$1,380	14-29
Solid One Color		\$1,596	\$1,596	14-29
Two Color		\$2,760	\$2,760	14-29
Freedman Family 3 Point Wall Mount Seat	Per Double Seat	\$1,500	\$1,500	14-29
Freedman Family 3 Point Wall Mount Seat w/CRS Latch (ISO)	Per Double Seat	\$1,700	\$1,700	14-29
COLLINS OPTIONS ONLY				
Factory Prewire for 2 Way Radio		\$275	\$275	14-29
Front Mudflaps		\$55	\$55	14-29
Upgrade Battery to 800CCA		\$350	\$350	14-29
Child Checkmate System		STD	STD	14-29



Backup camera safety system with 7" mirror monitor		STD	STD	14-29
Dual view 180° camera safety system with 6"x30" mirror w/ 7" display. ROSCO SAFE-T-SCOPE		\$2,474	\$2,474	14-29
Rear Mudflaps - DH and DE		\$75	\$75	14-29
Entrance Grabrail LHS - 42"L Barrier Mount - 1.25"W Stainless		\$85	\$85	14-29
Entrance Grabrail RHS - 30"L - 1.25" W Yellow		\$490	\$490	14-29
Entrance Grabrail LHS - 42"L - 1.25" W Yellow		\$734	\$734	14-29
Fire Blanket (STD on Lift)		\$195	\$195	14-29
Heater Shut Off on Dash		\$175	\$175	14-29
Driver Cupholder Console		\$75	\$75	14-29
Lights 2 Dome over Lift Area (In addition to STD Dome)		\$166	\$166	14-29
DIAGNOSTIC OPTIONS				
JPRO Professional with fault Guidance,Next step Repair Tech As A Service		\$7,888	\$7,888	14-29
JPRO Professional with fault Guidance,Next step Repair		\$6,577	\$6,577	14-29
**These include Panasonic Toughbook Laptop,				
JPRO with Fault Guidance,Next Step Repair, Technician As A Service		\$5,614	\$5,614	14-29
** Software Only with DLA XBT Adapter Kit **				
JPRO with Fault Guidance,Next Step Repair, ** Software Only with DLA XBT Adapter Kit **		\$4,478	\$4,478	14-29
** ALL ABOVE Include DLA XBT, 9 pin cable, OBD II Cable, MACK/Volvo Cable				
ADAPTER KITS				
DLA XBT Adapter Kit		\$734	\$734	14-29
Noregon trailer Diagnostic Adapter w Power Supply Cable		\$669	\$669	14-29
Truck Check Up with DLA XBT Adapter Kit (Carb Clean truck Check)		\$1,398	\$1,398	14-29
SOFTWARE ONLY				
JPRO Diagnostic Software w Fault Guidance, Next Step repair, Tech As As Service		\$2,841	\$2,841	14-29
JPRO Diagnostic Software w Fault Guidance and Next Step Repair		\$3,453	\$3,453	14-29
Truck Check up		\$864	\$864	14-29
Next Step repair		\$1,398	\$1,398	14-29
WARRANTIES				
Panasonic Protection Plus & Smart Battery Warranty (3 Years)		\$518	\$518	14-29
Panasonic Protection Plus & Smart Battery Warranty (4 Years)		\$633	\$633	14-29
DLA XBT, Trailer Adapter, and Cables (3 Years)		\$206	\$206	14-29
ANNUAL SUBSCRIPTION RENEWALS				
JPRO Professional w/Fault Guidance,Next Step repair, Tech As A Service TAAS		\$4,139	\$4,139	14-29
JPRO Professional w/Fault Guidance and Next Step Repair (NSR)		\$2,529	\$2,529	14-29
JPRO Professional with Fault Guidance (FG)		\$1,954	\$1,954	14-29

JPRO CERTIFICATION- ONLINE		\$69	\$69	14-29



THOMAS ADDITIONAL OPTIONS

TYPE C				
OPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S
Batteries, 3 Group 31 1900 CCA in Lieu of 2		STD	STD	14-77
Bendix Smartire Monitor System	N/A EV	STD	STD	14-77
Black Grill		STD	STD	14-77
Black Trim Around Windows		STD	STD	14-77
Cruise Control	N/A on EV	STD	STD	14-77
Cup Holders		STD	STD	14-77
Electronic Stability Control		STD	STD	14-77
Engine Electronic Diagnostics and Familiarization		STD	STD	14-77
Evacuation Transporter Blanket (Location based on seat plan)	STD ON LIFT ONLY	\$180	STD	14-77
Exhaust Brake		STD	STD	14-77
Fuel Sense		STD	STD	14-77
Heavy Duty Bumper		STD	STD	14-77
LED Headlights		STD	STD	14-77
Meritor HD Front Brakes Q 16x5 in Lieu of Standard	STD on 77 Only	STD	STD	77
Mud Flaps with Logo		STD	STD	14-77
Noise Suppression Switch		STD	STD	14-77
Rail Assist on Front Entrance Door (RS and LS)		STD	STD	14-77
Telescoping Steering Column Add to Tilt		STD	STD	14-77
1 1/4" Handrails		\$100	\$100	14-77
2 Way Radio Factory Prewiring (No Radio Install)		\$375	\$375	14-77
6" Defroster Fan		\$95	\$95	14-77
Add Additional ISO to Seat w/Lap Belt (SABER)	Price per seat - N/A aftermarket	\$300	\$300	14-77
Air Horn		\$70	\$70	14-77
Air Tank Drains - Dash Mounted	Controls 3 air solenoid valves	\$125	\$125	14-77
Auto-Reversing Entrance Door Air		\$1,278	\$1,278	14-77
Bendix Intellipark	Only Available on C2	\$550	\$550	14-77
Certificate Holder		\$5	\$5	14-77
Chrome Package with LED Headlights	Only Available on C2	\$634	\$634	14-77
Clipboard Document Holder		\$50	\$50	14-77
Commodore Series Driver Seat - Grey (Includes RS Armrest only)	LS Armrest N/A	\$350	\$350	14-77
Custom Driver Trash Can - Manufactured by Rifled Air	Type C Only	\$100	\$100	14-77
Customer Supplied 2 Way Radio Install (includes factory prewiring)		\$550	\$550	14-77
Customer Supplied Bar Code Reader Install		\$300	\$300	14-77
Customer Supplied GPS Install (no factory pre-wire)		\$350	\$350	14-77
Customer Supplied Keypad Install		\$275	\$275	14-77
Customer Supplied Tablet Install		\$350	\$350	14-77
Def Tank Lock		\$15	\$15	14-77
Driver Alert Sign (Rear door illuminated - Caution/Stop)		\$500	\$500	14-77
Driver Seat Left and Right Arm Rests		\$100	\$100	14-77
Driver Trash Can - Manufactured by TBB	N/A with Clipboard Doc Holder	\$100	\$100	14-77
Electrical Power Outlet - 12V		\$38	\$38	14-77
Electrical Power Outlet - USB		\$38	\$38	14-77
Evac Aid Fire Blanket		\$150	\$150	14-77
Evacuation Transporter Blanket	STD ON LIFT ONLY	\$180	STD	14-77
First Light Fully Illuminated ID Sign - Front/Rear Signs		\$1,525	\$1,525	14-77
First Light Illuminated Stop Arm - Front and Rear		\$1,875	\$1,875	14-77
Fleetshield Edge-Cover		\$200	\$200	14-77



Fleetshield Tuffcoat Fuel Tank		\$575	\$575	14-77
Flush Mounted LED Entrance Light		\$133	\$133	14-77
Fog Lamps (C2 and Type D only)		\$250	\$250	14-77
High Visibility ADA Handrail (Yellow)		\$250	\$250	14-77
Mobileye Collision Avoidance System		\$1,636	\$1,636	14-77
Nylon Harness Covering	Only Available on C2	\$350	\$350	14-77
Pedestrian Detection System	N/A on EV	\$2,750	\$2,750	65-71
Pedestrian Detection System w/ Mobileye	N/A on EV	\$3,875	\$3,875	14-77
Petcock Plumed to Skirt		\$38	\$38	14-77
PV 360 Camera System - Buswise	Viewed thru Rosco Student Mirror	\$2,750	\$2,750	14-77
Radiator "Bug" Screen	Only Available on C2	\$50	\$50	14-77
Rear Charge Port	Jouley only	\$1,800	\$1,800	14-77
Rooftop Lettering	must note on PO	\$100	\$100	14-77
Rosco Back Up Mirror and Camera	Factory Install	\$950	\$950	14-77
Rosco Back Up Mirror and Camera - HD		\$1,500	\$1,500	14-77
Rosco Back Up Mirror and Camera w/ Back Up Alarm	Factory Install	\$1,170	\$1,170	14-77
Rosco Integration with Camera System		\$125	\$125	14-77
Route Changer 4 Digit - Hinged		\$70	\$70	14-77
Seats Incorporated High Back Drivers Seat (Magnum) (Includes RS Armrest Only)	LS Armrest N/A	\$560	\$560	14-77
Silver Grill (Old Standard)		\$153	\$153	14-77
Stainless Steel Heated Mirrors Crossview and Rear View (Rosco EyeMax)		\$297	\$297	14-77
Stainless Steel Heated Mirrors Crossview and Rear View (Rosco Hawkeye)		\$291	\$291	14-77
Stainless Steel Lower Radiator Pipes	Only Available on C2	\$200	\$200	14-77
STARS Mounting - Additional Positions for Continuous and Non-Continuous Track	See Appendix I for details	\$800	\$800	14-77
STARS Mounting - Continuous Track - No Seats	Per position (2 seats)	\$500	\$500	14-77
STARS Mounting - Continuous Track w/ Seats	See Appendix I for details	\$850	\$850	14-77
STARS Mounting - Non-Continuous Track - No Seats	Per position (2 seats)	\$500	\$500	14-77
STARS Mounting - Non-Continuous Track w/ Seats	See Appendix I for details	\$775	\$775	14-77
STARS Mounting - Slide and Click - No Seats	Per position (2 seats)	\$500	\$500	14-77
STARS Mounting - Slide and Click Additional Positions	See Appendix I for details	\$1,350	\$1,350	14-77
STARS Mounting - Slide and Click w/Seats	See Appendix I for details	\$1,000	\$1,000	14-77
Stepwell Heater		\$600	\$600	14-77
Tag and Title - County Tags	County Schools	\$257	\$257	14-77
Tag and Title - Non-County Tags	Non-County Tags	\$474	\$474	14-77
Towing Warranty - 5 Years/Unlimited Miles	\$750 Cap per occurrence	\$1,200	\$1,200	14-77
Tuff Coat Stepwell		\$400	\$400	14-77
Zonar		\$500	\$500	14-77
MFSAB OPTIONS ONLY				
Guardrails One Color		\$970	\$970	14-77
Beltline One Color		\$1,380	\$1,380	14-77
Solid One Color		\$1,596	\$1,596	14-77
Two Color		\$2,760	\$2,760	14-77
Marbleized Floor Covering & Treads - Blue		\$864	\$864	14-77
Marbleized Floor Covering & Treads - Dark Gray		\$864	\$864	14-77
Freedman Family 3 Point Wall Mount Seat	Per Double Seat	\$1,350	\$1,350	14-77

Freedman Family 3 Pt Wall Mount Seat - CRS Latch (ISO)	Per Double Seat	\$1,500	\$1,500	14-77
EXTENDED EV WARRANTY OPTIONS				
Electric Basic Chassis - 5YR 100K/161KM		\$2,775	\$2,775	65-77
Electric Basic Chassis - 5YR 120K/193KM		\$2,950	\$2,950	65-77
Electric Basic Chassis - 7YR 100K/161KM		\$3,175	\$3,175	65-77
Electric Basic Chassis - 7YR 120K/193KM		\$3,350	\$3,350	65-77
Electric Basic Chassis - 8YR 100K/161KM		\$3,525	\$3,525	65-77
Electric Basic Chassis - 8YR 120K/193KM		\$3,775	\$3,775	65-77
Electric Basic Chassis - 10Y 100K/161KM		\$4,125	\$4,125	65-77
Electric Basic Chassis - 10Y 120K/193KM		\$4,375	\$4,375	65-77
Electric Basic Body - 5YR 100K/161KM		\$1,850	\$1,850	65-77
Electric Basic Body - 5YR 120K/193KM		\$1,900	\$1,900	65-77
Electric Basic Body - 7YR 100K/161KM		\$2,300	\$2,300	65-77
Electric Basic Body - 7YR 120K/193KM		\$2,450	\$2,450	65-77
Electric Basic Body - 8YR 100K/161KM		\$2,600	\$2,600	65-77
Electric Basic Body - 8YR 120K/193KM		\$2,750	\$2,750	65-77
Electric Basic Body - 10Y 100K/161KM		\$2,950	\$2,950	65-77
Electric Basic Body - 10YR 120K/193KM		\$3,150	\$3,150	65-77
DIAGNOSTIC OPTIONS				
JPRO Professional with fault Guidance,Next step Repair Tech As A Service		\$7,888	\$7,888	14-29
JPRO Professional with fault Guidance,Next step Repair		\$6,577	\$6,577	14-29
**These include Panasonic Toughbook Laptop, DLA XBT Adapter Kit **				
JPRO with Fault Guidance,Next Step Repair, Technician As A Service		\$5,614	\$5,614	14-29
** Software Only with DLA XBT Adapter Kit **				
JPRO with Fault Guidance,Next Step Repair,		\$4,478	\$4,478	14-29
** Software Only with DLA XBT Adapter Kit **				
** ALL ABOVE Include DLA XBT, 9 pin cable, OBD II Cable, MACK/Volvo Cable				
ADAPTER KITS				
DLA XBT Adapter Kit		\$734	\$734	14-29
Noregon trailer Diagnostic Adapter w Power Supply Cable		\$669	\$669	14-29
Truck Check Up with DLA XBT Adapter Kit (Carb Clean truck Check)		\$1,398	\$1,398	14-29
SOFTWARE ONLY				
JPRO Diagnostic Software w Fault Guidance, Next Step repair, Tech As As Service		\$2,841	\$2,841	14-29
JPRO Diagnostic Software w Fault Guidance and Next Step Repair		\$3,453	\$3,453	14-29
Truck Check up		\$864	\$864	14-29
Next Step repair		\$1,398	\$1,398	14-29
WARRANTIES				
Panasonic Protection Plus & Smart Battery Warranty (3 Years)		\$518	\$518	14-29
Panasonic Protection Plus & Smart Battery Warranty (4 Years)		\$633	\$633	14-29
DLA XBT, Trailer Adapter, and Cables (3 Years)		\$206	\$206	14-29



ANNUAL SUBSCRIPTION RENEWALS				
JPRO Professional w/Fault Guidance,Next Step repair, Tech As A Service TAAS		\$4,139	\$4,139	14-29
JPRO Professional w/Fault Guidance and Next Step Repair (NSR)		\$2,529	\$2,529	14-29
JPRO Professional with Fault Guidance (FG)		\$1,954	\$1,954	14-29
JPRO CERTIFICATION- ONLINE		\$69	\$69	14-29



(THOMAS) ADDITIONAL OPTIONS

TYPE D (FE)				
OPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S
Batteries, 3 Group 31 1900 CCA in Lieu of 2		STD	N/A	89
Coolant Filter		STD	N/A	89
Electronic Stability Control		STD	N/A	89
Engine Electronic Diagnostics and Familiarization		STD	N/A	89
Front Mud Flaps		STD	N/A	89
Fuel Sense		STD	N/A	89
Heavy Duty Bumper		STD	N/A	89
Noise Suppression Switch		STD	N/A	89
Petcock Plumed to Skirt		STD	N/A	89
Telescoping Steering Column Add to Tilt		STD	N/A	89
Yellow Trim Around Windows		STD	N/A	89
2 Way Radio Factory Prewiring (No Radio Install)		\$400	N/A	89
6" Defroster Fan		\$95	N/A	89
Air Horn		\$175	N/A	89
Auto Reversing Door		\$1,500	N/A	89
Certificate Holder		\$8	N/A	89
Commodore Series Driver Seat - Grey (Includes RS Armrest)	LS Armrest N/A	\$350	N/A	89
Cruise Control		\$50	N/A	89
Customer Supplied 2 Way Radio Install (includes prewiring from factory)		\$600	N/A	89
Customer Supplied Bar Code Reader Install		\$300	N/A	89
Customer Supplied GPS Install (no factory pre-wire)		\$350	N/A	89
Customer Supplied Keypad Install		\$275	N/A	89
Customer Supplied Tablet Install		\$350	N/A	89
Def Tank Lock		\$15	N/A	89
Driver Seat Left and Right Arm Rests		\$100	N/A	89
Electrical Power Outlet - 12V		\$60	N/A	89
Electrical Power Outlet - USB		\$60	N/A	89
Evac Aid Fire Blanket		\$150	N/A	89
Evacuation Transporter Blanket - Location based on seat plan		\$191	N/A	89
Exhaust Brake		\$150	N/A	89
First Light Fully Illuminated ID Sign - Front/Rear Signs		\$1,500	N/A	89
First Light Illuminated Stop Arm - Front and Rear		\$1,900	N/A	89
Fleetshield Tuffcoat Fuel Tank		\$550	N/A	89
Flush Mounted LED Entrance Light		\$193	N/A	89
Fog Lamps (C2 and Type D only)		\$375	N/A	89
LED Headlights		\$750	N/A	89
PV360 Camera System - Buswise	View thru Rosco Mirror	\$2,750	N/A	89
Rail Assist on Front Entrance Door		\$125	N/A	89
Rear Mud Flaps		\$65	N/A	89
Rooftop Lettering	Note in PO Submission	\$125	N/A	89
Rosco Back Up Mirror and Camera		\$975	N/A	89
Rosco Integration with Seon		\$125	N/A	89
Route Changer 4 Digit - Hinged		\$70	N/A	89
Skirt Mounted Reverse Lamps		\$375	N/A	89
Stainless Steel Heated Mirrors Crossview and Rear View	Eye Max	\$375	N/A	89
Tag and Title - County Tags		\$257	N/A	89
Tag and Title - Non-County Tags		\$474	N/A	89
Towing Warranty	\$450 Cap per occurrence	\$926	N/A	89

Tuffcoat Stepwell		\$350	N/A	89
Zonar		\$550	N/A	89
DIAGNOSTIC OPTIONS				
JPRO Professional with fault Guidance,Next step Repair Tech As A Service		\$7,888	\$7,888	14-29
JPRO Professional with fault Guidance,Next step Repair		\$6,577	\$6,577	14-29
**These include Panasonic Toughbook Laptop, DLA XBT Adapter Kit **				
JPRO with Fault Guidance,Next Step Repair, Technician As A Service		\$5,614	\$5,614	14-29
** Software Only with DLA XBT Adapter Kit **				
JPRO with Fault Guidance,Next Step Repair,		\$4,478	\$4,478	14-29
** Software Only with DLA XBT Adapter Kit **				
** ALL ABOVE Include DLA XBT, 9 pin cable, OBD II Cable, MACK/Volvo Cable				
ADAPTER KITS				
DLA XBT Adapter Kit		\$734	\$734	14-29
Noregon trailer Diagnostic Adapter w Power Supply Cable		\$669	\$669	14-29
Truck Check Up with DLA XBT Adapter Kit (Carb Clean truck Check)		\$1,398	\$1,398	14-29
SOFTWARE ONLY				
JPRO Diagnostic Software w Fault Guidance, Next Step repair, Tech As As Service		\$2,841	\$2,841	14-29
JPRO Diagnostic Software w Fault Guidance and Next Step Repair		\$3,453	\$3,453	14-29
Truck Check up		\$864	\$864	14-29
Next Step repair		\$1,398	\$1,398	14-29
WARRANTIES				
Panasonic Protection Plus & Smart Battery Warranty (3 Years)		\$518	\$518	14-29
Panasonic Protection Plus & Smart Battery Warranty (4 Years)		\$633	\$633	14-29
DLA XBT, Trailer Adapter, and Cables (3 Years)		\$206	\$206	14-29
ANNUAL SUBSCRIPTION RENEWALS				
JPRO Professional w/Fault Guidance,Next Step repair, Tech As A Service TAAS		\$4,139	\$4,139	14-29
JPRO Professional w/Fault Guidance and Next Step Repair (NSR)		\$2,529	\$2,529	14-29
JPRO Professional with Fault Guidance (FG)		\$1,954	\$1,954	14-29
JPRO CERTIFICATION- ONLINE		\$69	\$69	14-29



(THOMAS) ADDITIONAL OPTIONS

TYPE D (RE)				
OPTION	NOTES	NON-LIFT PRICE	LIFT PRICE	BODY SIZE/S
Batteries, 3 Group 31 1900 CCA in Lieu of 2		STD	N/A	84
Coolant Filter		STD	N/A	84
Electronic Stability Control		STD	N/A	84
Engine Electronic Diagnostics and Familiarization		STD	N/A	84
Front and Rear Mud Flaps		STD	N/A	84
Fuel Sense		STD	N/A	84
Heavy Duty Bumper		STD	N/A	84
Noise Suppression Switch		STD	N/A	84
Petcock Plumed to Skirt		STD	N/A	84
Telescoping Steering Column Add to Tilt		STD	N/A	84
Yellow Trim Around Windows		STD	N/A	84
2 Way Radio Factory Prewiring (No Radio Install)		\$400	N/A	84
Customer Supplied 2 Way Radio Install (includes factory prewire)		\$600	N/A	84
6" Defroster Fan		\$100	N/A	84
Air Horn		\$125	N/A	84
Air Tank Drains (Dash Mounted)		\$375	N/A	84
Auto Reversing Door		\$1,575	N/A	84
Certificate Holder		\$5	N/A	84
Commodore Series Driver Seat - Grey (Includes RS Armrest)	LS Armrest N/A	\$375	N/A	84
Cruise Control		\$100	N/A	84
Customer Supplied Bar Code Reader Install		\$300	N/A	84
Customer Supplied GPS Install (no factory pre-wire)		\$350	N/A	84
Customer Supplied Keypad Install		\$275	N/A	84
Customer Supplied Tablet Install		\$350	N/A	84
Def Tank Lock		\$15	N/A	84
Driver Seat Left and Right Arm Rests		\$100	N/A	84
Electrical Power Outlet - 12V		\$55	N/A	84
Electrical Power Outlet - USB		\$55	N/A	84
Evac Aid Fire Blanket		\$175	N/A	84
Evacuation Transporter Blanket - Location based on seat plan		\$185	N/A	84
Exhaust Brake		\$150	N/A	84
First Light Fully Illuminated ID Sign - Front/Rear Signs		\$1,650	N/A	84
First Light Illuminated Stop Arm - Front and Rear		\$1,815	N/A	84
Fleetshield Tuffcoat Fuel Tank		\$575	N/A	84
Flush Mounted LED Entrance Light		\$163	N/A	84
Fog Lamps		\$475	N/A	84
LED Headlights		\$875	N/A	84
PV360 Camera System - Buswise		\$2,750	N/A	84
Rail Assist on Front Entrance Door - Right Side Only		\$125	N/A	84
Rail Asist Front Door Left and Right - Yellow 1.25"		\$153	N/A	84
Rooftop Lettering		\$125	N/A	84
Rosco Back Up Mirror and Camera		\$1,175	N/A	84
Rosco Integration with Camera System		\$125	N/A	84
Route Changer 4 Digit - Hinged		\$70	N/A	84



Skirt Mounted Reverse Lamps (activate on reverse)	mounted rear of wheels	\$350	N/A	84
Stainless Steel Heated Mirrors Crossview and Rear View	Eye Max	\$475	N/A	84
Stainless Steel Lower Radiator Pipes		\$315	N/A	84
Tag and Title - County Tags		\$275	N/A	84
Tag and Title - Non-County Tags		\$474	N/A	84
Towing Warranty 60m/Unlimited Miles	\$450 Cap per occurrence	\$1,376	N/A	84
Zonar		\$650	N/A	84
MFSAB OPTIONS ONLY				
Guardrails One Color		\$970	N/A	84
Beltline One Color		\$1,380	N/A	84
Solid One Color		\$1,596	N/A	84
Two Color		\$2,760	N/A	84
Freedman Family 3 Point Wall Mount Seat	Per Double Seat	\$692	N/A	84
Freedman Family 3 Point Wall Mount Seat e/ CRS Latch (ISO)		\$725	N/A	84
DIAGNOSTIC OPTIONS				
JPRO Professional with fault Guidance,Next step Repair Tech As A Service		\$7,888	\$7,888	14-29
JPRO Professional with fault Guidance,Next step Repair		\$6,577	\$6,577	14-29
**These include Panasonic Toughbook Laptop, DLA XBT Adapter Kit **				
JPRO with Fault Guidance,Next Step Repair, Technician As A Service		\$5,614	\$5,614	14-29
** Software Only with DLA XBT Adapter Kit **				
JPRO with Fault Guidance,Next Step Repair,		\$4,478	\$4,478	14-29
** Software Only with DLA XBT Adapter Kit **				
** ALL ABOVE Include DLA XBT, 9 pin cable, OBD II Cable, MACK/Volvo Cable				
ADAPTER KITS				
DLA XBT Adapter Kit		\$734	\$734	14-29
Noregon trailer Diagnostic Adapter w Power Supply Cable		\$669	\$669	14-29
Truck Check Up with DLA XBT Adapter Kit (Carb Clean truck Check)		\$1,398	\$1,398	14-29
SOFTWARE ONLY				
JPRO Diagnostic Software w Fault Guidance, Next Step repair, Tech As As Service		\$2,841	\$2,841	14-29
JPRO Diagnostic Software w Fault Guidance and Next Step Repair		\$3,453	\$3,453	14-29
Truck Check up		\$864	\$864	14-29
Next Step repair		\$1,398	\$1,398	14-29
WARRANTIES				
Panasonic Protection Plus & Smart Battery Warranty (3 Years)		\$518	\$518	14-29
Panasonic Protection Plus & Smart Battery Warranty (4 Years)		\$633	\$633	14-29
DLA XBT, Trailer Adapter, and Cables (3 Years)		\$206	\$206	14-29



ANNUAL SUBSCRIPTION RENEWALS				
JPRO Professional w/Fault Guidance,Next Step repair, Tech As A Service TAAS		\$4,139	\$4,139	14-29
JPRO Professional w/Fault Guidance and Next Step Repair (NSR)		\$2,529	\$2,529	14-29
JPRO Professional with Fault Guidance (FG)		\$1,954	\$1,954	14-29
JPRO CERTIFICATION- ONLINE		\$69	\$69	14-29



(THOMAS) EXTENDED WARRANTY OPTIONS

OPTION DESCRIPTION	ENGINE MODEL	EXTENDED COVERAGE DURATION	PRICE
TYPE A			
Manufacturer Warranty	Chevy/GM	3 Year, 36,000 Miles	-\$2,900
TYPE C			
Extended Engine Warranty - EXC	Cummins B6.7	5 Years/150,000 Miles	\$2,900
Extended Engine Warranty - EXC	Cummins B6.7	5 Year/200,000 Miles	\$3,200
Extended Engine Warranty - EXC	Cummins B6.7	5 Years/Unlimited Miles	\$3,325
TYPE D			
Extended Engine Warranty - EXC	Cummins B6.7	5 Years/150,000 Miles	\$2,900
Extended Engine Warranty - EXC	Cummins B6.7	5 Year/200,000 Miles	\$3,200
Extended Engine Warranty - EXC	Cummins B6.7	5 Years/Unlimited Miles	\$3,325

(1) By taking this warranty credit, the purchasing district is declining the standard chassis warranty and the standard body warranty and will only have warranty coverage for 12 Months/12,000 Miles (NO EXCEPTIONS) from the updated in-service date of the bus.



MATTHEWS BUS ALLIANCE / THOMAS VIDEO AND GPS SYSTEMS CONTRACT OPTIONS

PLEASE CONSULT WITH CAMERA VENDORS FOR OPTIONS AND EQUIPMENT PLACEMENT. CUSTOMER CONFIRMATION IS REQUIRED.

GATEKEEPER SYSTEMS

MANUF, MODEL	DESCRIPTION	Notes	Price
DVR'S & COMMON ACCESSORIES			
Gatekeeper - Y35 HD-1HD, 1 TB	Y35 with 1 HD camera, driver alert, GPS, 1 TB SSD	15' camera harness included	\$2,107
Gatekeeper - Y58-1HD, 1 TB	Y58 with 1 HD camera, driver alert, GPS, 1 TB SSD	15' camera harness included	\$2,336
Gatekeeper - Y35 HD	5 HD Ch DVR, 1 TB SSD	w/ driver alert button	\$1,783
Gatekeeper - Y58 HD	8 HD Ch DVR, 1 TB SSD	w/ driver alert button	\$2,012
Gatekeeper - G4-S08HD4a	12 HD Ch DVR, 1 TB SSD	w/ driver alert button	\$2,704
Gatekeeper - G4-GPS A	GPS Puck antenna		\$100
Gatekeeper - G4-GPS B	GPS Puck antenna		\$130
Gatekeeper - WIFI Antenna	Dual Band WIFI Antenna and NMO with cable		\$398
Gatekeeper - Drop Mount	Camera Drop Mount		\$110
INTERIOR CAMERAS			
Gatekeeper - AHD 720 Camera	HD Camera, 720p	includes 15', 30' or 60' cable	\$373
Gatekeeper - AHD 1080 Camera	HD Camera, 1080p	includes 15', 30' or 60' cable	\$392
Gatekeeper - IP 720 Camera	IP HD Camera, 720p	includes 15', 30' or 60' cable	\$407
Gatekeeper - IP 1080 Camera	IP HD Camera, 1080p	includes 15', 30' or 60' cable	\$426
Gatekeeper - TW HD Camera	HD Windshield Camera w/ cable	adheres to windshield	\$489
Gatekeeper - AI342	Cell phone detection camera	includes cable	\$668
Gatekeeper - Interior Camera	HD Interior Camera	includes 15', 30' or 60' cable	\$352
EXTERIOR CAMERAS			
Gatekeeper - TXM11 camera	Exterior HD Camera, 720p	includes 15', 30' or 60' cable	\$377
Gatekeeper - TXM12 camera	Exterior HD Camera, 1080p	includes 15', 30' or 60' cable	\$396
Gatekeeper - TXM12 IP camera	HD IP Exterior Camera	includes 15', 30' or 60' cable	\$445
Gatekeeper - TX242 IP camera	HD IP Exterior Camera	includes 15', 30' or 60' cable	\$547
Gatekeeper - SP15 IP Camera	Stop arm camera with cable	includes cable	\$676
Gatekeeper - SP25 IP Camera Kit	Dual stop arm cameras with cables	includes cables	\$1,398
Gatekeeper - AI282	AI stop arm camera	includes 15' cable	\$994
Gatekeeper - Stop Arm kit	SP25, AI282 and TXM12	includes cables	\$2,609
MONITORS, BRACKETS AND CABLES			
Gatekeeper - Adapter Cable	camera adapter cables		\$21
Gatekeeper - Camera harness	Camera cable kit		\$69
Gatekeeper - Monitor 7"	Rear View Monitor		\$560
STORAGE			
Gatekeeper - G4-SD256GB	256GB SD card		\$247
Gatekeeper - G4-Upgrade 1 TB SSD-2TB SSD	Storage upgrade		\$389
Gatekeeper - G4-Upgrade 1 TB SSD - 4TB SSD	Storage upgrade		\$872
Gatekeeper - 1TB SSD Drive	Spare hard drive		\$511

MANUF, MODEL			
Gatekeeper - 2 TB SSD Drive	Spare hard drive		\$774
Gatekeeper - 4 TB SSD Drive	Spare hard drive		\$1,258
SYSTEMS ADD-ONS			
Gatekeeper - PaC30 Primary Mount	Passenger Counting Camera	includes cable	\$777
Gatekeeper - SV-12, 360° System	360° Exterior camera kit	includes cables	\$2,355
Gatekeeper - Video Display Mirror	1080p, with Lever-Lok	6" x 30"	\$1,609
Gatekeeper - SV-12 Processor	with GPS, no cameras		\$1,179
Gatekeeper - AI382 camera	Pedestrian detection camera	to be used with SV12	\$610
Gatekeeper - SV-12 camera	includes cables	to be used with SV12	\$390
Gatekeeper - G4-DVR-4PSWITCH	4 port switch		\$346
Gatekeeper - G4-DVR-8PSWITCH	8 port switch		\$533
Gatekeeper - DVR Cover	Security Cover for DVR		\$102
DOWNLOAD KITS			
Gatekeeper - G4-DL Kit	Video Download Kit		\$299
Gatekeeper - Tablet	Android Tablet		\$1,073
Gatekeeper - G4-Dongle	Wi-Fi Dongle		\$125
MOBILE WIFI/STREAMING LIVE			
Gatekeeper - BR-1 Core with Cell Antenna	4 G Modem for live view		\$1,236
Gatekeeper - BR-1 Mini with 20G antenna	4 G Modem for live view and student Wi-Fi		\$1,771
Gatekeeper - BR-1 Pro with 40G antenna	5 G Modem for live view and student Wi-Fi		\$3,409
MOBILE WIFI/STREAMING LIVE			
Gatekeeper - Access Point Kit A	Access point with antenna	Installed and supported by Gatekeeper	\$650
Gatekeeper - Access Point Kit B	Access point with antenna	Installed and supported by Gatekeeper	\$1,000
Gatekeeper - Mast Equipment	Mast equipment	Installed and supported by Gatekeeper	\$707
Gatekeeper - Commissioning 1	Wireless commissioning	Installed and supported by Gatekeeper	\$250
Gatekeeper - Commissioning 2	Wireless commissioning	Installed and supported by Gatekeeper	\$500
Gatekeeper - Preventative Maintenance	On site service and maintenance 1-10 buses	per bus, Gatekeeper technician	\$225
Gatekeeper - Preventative Maintenance	On site service and maintenance 11-50 buses	per bus, Gatekeeper technician	\$150
Gatekeeper - Preventative Maintenance	On site service and maintenance 51-100 buses	per bus, Gatekeeper technician	\$100
Gatekeeper - Preventative Maintenance	On site service and maintenance 101 + buses	per bus, Gatekeeper technician	\$85
SAFE FLEET SEON			
MANUF, MODEL	DESCRIPTION	Notes	Price
SEON - DH4V2H500	DH4v2 DVR Recording System. Includes recorder supporting up to 5 Channels Max, 4 Analog HD Channels with Audio Built-in, 1 IP Channel		\$1,597
SEON - DH4V2S500	DH4v2 DVR Recording System. Includes recorder supporting up to 5 Channels Max, 4 Analog HD Channels with Audio Built-in, 1 IP Channel -SSD		\$1,684
SEON - DH4V2H1T0	DH4v2 DVR Recording System. Includes recorder supporting up to 5 Channels Max, 4 Analog HD Channels with Audio Built-in, 1 IP Channel		\$1,684

MANUF, MODEL	DESCRIPTION	Notes	Price
SEON - DH4V2H2T0	DH4v2 DVR Recording System. Includes recorder supporting up to 5 Channels Max, 4 Analog HD Channels with Audio Built-in, 1 IP Channel		\$1,857
SEON - DH4V2S1T0	DH4v2 DVR Recording System. Includes recorder supporting up to 5 Channels Max, 4 Analog HD Channels with Audio Built-in, 1 IP Channel-SSD		\$1,972
SEON - DH4V2S2T0	DH4v2 DVR Recording System. Includes recorder supporting up to 5 Channels Max, 4 Analog HD Channels with Audio Built-in, 1 IP Channel-SSD		\$2,437
SEON - DH4V2S4T0	DH4v2 DVR Recording System. Includes recorder supporting up to 5 Channels Max, 4 Analog HD Channels with Audio Built-in, 1 IP Channel-SSD		\$2,830
SEON - DH6H2T0-M	HDD DH6 DVR, 6 HD Channels, Audio, GPS + Antenna, WiFi (AC, AN, BGN), 6CH Breakout Harness with 2x3 Video Connectors, Security Front Cover with Lock Set, Mounting Plate, Power Harness, 2TB HDD		\$2,244
SEON - DH8V3H500-M	DH8 DVR, 8 HD Channels, Audio, GPS + Antenna, WiFi 8CH Breakout Harness with Security Front Cover with Lock Set, Mounting Plate, Power Harness, 500GB HDD - Replaces DH8H500-M		\$2,179
SEON - DH8V3H1T0-M	DH8 DVR, 8 HD Channels, Audio, GPS + Antenna, WiFi (AC, AN, BGN), 8CH Breakout Harness with 2x3 Video Connectors, Security Front Cover with Lock Set, Mounting Plate, Power Harness, 1TB HDD - Replaces DH8H1T0-M		\$2,286
SEON - DH8V3H2T0-M	DH8 DVR, 8 HD Channels, Audio, GPS + Antenna, WiFi (AC, AN, BGN), 8CH Breakout Harness with 2x3 Video Connectors, Security Front Cover with Lock Set, Mounting Plate, Power Harness, 2TB HDD - Replaces DH8H2T0-M		\$2,411
SEON - DH8V3S500-M	DH8 DVR, 8 HD Channels, Audio, GPS + Antenna, WiFi (AC, AN, BGN), 8CH Breakout Harness with 2x3 Video Connectors, Security Front Cover with Lock Set, Mounting Plate, Power Harness, 500GB SSD - Replaces DH8S500-M		\$2,321
SEON - DH8V3S1T0-M	DH8 DVR, 8 HD Channels, Audio, GPS + Antenna, WiFi (AC, AN, BGN), 8CH Breakout Harness with 2x3 Video Connectors, Security Front Cover with Lock Set, Mounting Plate, Power Harness, 1TB SSD - Replaces DH8S1T0-M		\$2,599
SEON - DH8V3S2T0-M	DH8 DVR, 8 HD Channels, Audio, GPS + Antenna, WiFi (AC, AN, BGN), 8CH Breakout Harness with 2x3 Video Connectors, Security Front Cover with Lock Set, Mounting Plate, Power Harness, 2TB SSD - Replaces DH8S2T0-M		\$2,803
SEON - DH8V3S4T0-M	DH8 DVR, 8 HD Channels, Audio, GPS + Antenna, WiFi (AC, AN, BGN), 8CH Breakout Harness with 2x3 Video Connectors, Security Front Cover with Lock Set, Mounting Plate, Power Harness, 4TB SSD - Replaces DH8S4T0-M		\$3,203
SEON - NH16V2H1T0-DS	NH NVR Hybrid V2 Recording System w/O External Switch. 16 Channels Max, 8 Analog HD Channels with Audio Built-In		\$3,330
SEON - VBH-8D-25A-M-PKG	8CH Breakout Harness with 2x3 Video Connectors, includes 2 Signals and 1 Alarm, DVR package option only		\$183



MANUF, MODEL	DESCRIPTION	Notes	Price
SEON - WT2E20S20G0	DH6 & DH8 Wire bundle with adapter harness, RGY-Button and interconnect cable 20 ft., 5 signal inputs 20 ft.		\$298
SEON - C12F2PD02A50	360° Fisheye IP Camera, 9MP, 2.1 mm lens size, PoE, white, interior, audio, 50 ft. harness - to use with TH8, DH6, DH8 and NH Series Recorders		\$1,147
SEON - C12F2PD02A20	360° Fisheye IP Camera, 9MP, 2.1 mm lens size, PoE, white, interior, audio, 20 ft. harness - to use with TH8, DH6, DH8 and NH Series Recorders		\$1,133
SEON - SEON INTERNAL CAMERA	Please confirm camera models and locations with Seon		\$435
SEON - SEON STOP ARM CAMERA	Please confirm camera models and locations with Seon		\$487
SEON - CHQ-MP6A30	HD3Q mounting post, 6 inch, 30 degree angle		\$87
SEON - CSQ1PD104AF-BK	IP Windshield to Road		\$517
SEON - C3Q-MP6A30	Post for Windshield to Road - Parts for IP Camera		\$95
SEON - DH-POEKIT48-A	POE Kit for IP Camera - Parts for IP Camera		\$375
SEON - MSS-4030-20-02-ETH-WP	ETHERNET CABLE, 20FT, CAT6 - Parts for IP Camera		\$51
SEON - POE-INJ2	2-port POE injector - Parts for IP Camera		\$295
SEON - 060-0346	ASSY,CBL,SmartReach,PWR,6.1m - Parts for IP Camera		\$81
SEON - 060-0656	Control Cable, 6 ft. - Parts for IP Camera		\$50
SEON - 085-0116	Cat 5e Networking Cable, 1.83m - Parts for IP Camera		\$20
SEON - HD3Q03AI2SDA	HD 1080P Multi-Mode Camera, SDA preset, S00TVL, Dome, 2.8mm, interior, audio, IR LED's disabled, pigtail with 2x3 Microfit.		\$418
SEON - HD2Q-MP6A30	HD2Q and HD1Q0xAI2 mounting post, 6 inch, 30 degree angle		\$87
SEON - HD2D0202AI	Dual Lens Windshield Cam, 1080p, 2.1mm lens forward/inward, mic (Select Cable Below)		\$547
SEON - HEHD75	ASSY, CBL, HD, 2X3Micro-Fit M-M, 75ft for AHD Wedge and Dome Cameras		\$120
SEON - HEHD50	ASSY, CBL, HD, 2X3Micro-Fit M-M, 50ft for AHD Wedge and Dome Cameras		\$97
SEON - HEHD20	ASSY, CBL, HD, 2X3Micro-Fit M-M, 20ft for AHD Wedge and Dome Cameras		\$63
SEON - HEHD10	ASSY, CBL, HD, 2X3Micro-Fit M-M, 5ft for AHD Wedge and Dome Cameras		\$66
SEON - HEHD05	ASSY, CBL, HD, 2X3Micro-Fit M-M, 10ft for AHD Wedge and Dome Cameras		\$58
SEON - inView360HD-T5-LinkUp	inView360HD System Kit + Connection Kit		\$2,495
SEON - HDM-7IN	7" HD Touch Screen Monitor		\$490
SEON - 060-1095	2x3 MicroFit F to 4-Pin M12 F Cable Adapter, 1 ft long		\$49
SEON - 060-1010	DVR Power Takeoff Cable Adapter with 5 Inch Power Flying Leads		\$57
SEON - HD2M02E	HD Exterior AHD Mini Camera with 4-Pin GX12 connector, 2 MP (1920 x 1080) resolution, 1.45mm lens, 12V DC, no harness included		\$397
SEON - inView360HD-Conn-Kit	inView 360HD Connection Kit		\$121

MANUF, MODEL	DESCRIPTION	Notes	Price
SEON - HEHDGX33	HD Camera Harness, 33 ft (10.1m), GX12 4-Pin Circular Connectors, works with SDA, AHD 720P and AHD 1080P Devices		\$77
SEON - HEHDGX50	HD Camera Harness, 50 ft (15.2m), GX12 4-Pin Circular Connectors, works with SDA, AHD 720P and AHD 1080P Devices		\$135
SEON - PSA2S	Predictive Stop Arm, 2 Radars, 2 Horns		\$3,388
SEON - MSS-4030-20-02-ETH-WP	ETHERNET CABLE, 20FT, CAT6		\$55
SEON - MSS-4030-05-01-ETH	ETHERNET CABLE, STANDARD 5FT, CAT5		\$28
SEON - ETH-CS-06	CBL,ETH,CAT5,Standard,1.83m (6ft)		\$43
SEON - SDCARD256	256GB SD Card for use with all TH & DH Series DVR's to back up DVR Video at Half Resolution		\$221
SEON - SDCARD128	128GB SD Card for use with all TH & DH Series DVR's to back up DVR Video at Half Resolution		\$232
SEON - DAM-1-07-MF	Rear Vision LCD Monitor, 7 Display, Four Trigger Inputs, Four Looping Video Inputs (SD Analog, AHD 720P, and AHD 1080P Supported), Harness Supports 2x3 MicroFit Connectors, Includes U-Bracket Mount and Sunshade.		\$859
SEON - VMC5V	vMax Commander 5.0: Vehicle Activation for customer supplied hardware (per vehicle)		\$458
SEON - SRLAC07NP	SmartReach Lite,2.4/5GHz,ANT,No POE		\$504
SEON - SRLAC07	SmartReach Lite,2.4/5GHz,ANT PoE 12V		\$735
SEON - SRLN07NP	SmartReach Lite,2.4/5GHz,ANT, No PoE		\$526
SEON - SRC-ROUTER-S-4	Cradle Point 4G router - R920 - LTE, GPS, WIFI, SAFE FLEET 4G SIM included - HARNESES - Data plan needs separate quote. 3-Years Warranty and Safe Fleet Remote Managment - Netcloud Renewal fees apply After 3-Years Remote Management (Netcloud)		\$1,464
SEON - 085-1161	NT,5x1,4G/5G Cellular,WiFi,GPS		\$311
SEON - 060-1106	CBL,GPS/LTE Cable Ext,5m (16ft)		\$55
SEON - 060-1109	CBL,WIFI Cable Ext,5m (16ft)		\$55
SEON - SRC-MODEM-S-3	CRADLEPOINT Semi-ruggedized Modem S750 LTE,GPS, 2 x 1 GbE RJ45 (LAN/WAN switchable), Includes SIM CARD, Harness, Ethernet Cable. Attention LTE and GPS only - *** No WIFI *** Netcloud Renewal Fees apply. DVR MUST BE A DH Series		\$699
SEON - 085-1153	Antenna - 4-in-1 - Panel LTE/GPS/WIFI Antenna - Cable length 2m/6.5ft - Can be used on MODEM-2 and MODEM-3		\$275
SEON - 085-1079	ANT,2.4/4.9-6GHz,Sierra Wireless,6-in-1 Dome - For Smart Reach Router		\$461
SEON - LIVESTREAM-Y1	Live Streaming software subscription includes 1st year of set-up, activation, hosting, licensing and support per vehicle-Renewal Fees Apply		\$141
SEON - PT-LIV-VEH	LiveStream Configuration & Test per Vehicle		\$75
SEON - VLP-LMUE1Y1	LMU, for vMAX Live plus GPS tracking PWR/SIG DVR HRNS, Internal antenna, E-SIM TEAL ,1GB/YEAR - One YR subscription		\$766
SEON - VLP-Y1	Live GPS software subscription includes 1st year of hosting, licensing and support per vehicle		\$210
SEON - HDD-DOCK3	Media cartridge docking station with USB 3 output, for compatible DVR		\$311



MANUF, MODEL	DESCRIPTION	Notes	Price
SEON - HDD3-STB-LMK	Software kit Includes: vMax View Software, Handheld mouse, 5.6 inch monitor, HDD-DOCK3 USB Docking Station, BNC F		\$762
SEON - TH-HK500G	H Series Storage Cartridge for compatible recorders, includes 500GB HDD and Protective Carry Case, DVR TH4, TH6, DH4, DH4v2, DH6, DH8.		\$286
SEON - LMK	LCD monitor, 5.6 inch, AC charger, battery pack - Compatible with H-Series and Seon legacy DVR		\$434
SEON - ANTK-W22W6	Dual Band White WiFi Antenna Kit with Two Cables at 3 m Length plus 3 m Antenna Extension Cables and RP-SMA Male Terminating Connectors For DH Series DVR's		\$328
SEON - DATA-1G-TY1	Cellular Data,1GB Per Year,USA,CAN,1 Year-E-SIM Teal platform Data plan US Verizon, AT&T and T-Mobile Coverage. Pooled across fleet per bus		\$101
CALAMP K12 SOLUTIONS (SYNOVIA)			
MANUF, MODEL	DESCRIPTION	Notes	Price
FLSTC GPS	CalAmp Core GPS Hardware Kit for ATT/Verizon	includes required software	\$1,250
FLSTC CT	Color Tablet and Kit (Tethered 8W)		\$825
FLSTC BCR	Hand Held Barcode or RFID Reader Kit (laser scan)		\$475
FLSTC SLSGPS	CalAmp K12 GPS Fleet Management Software - Annual L&M	required for new installations in 2025	\$325
FLSTC SLSEGS	CalAmp K12 Engine Diagnostics Software - Annual L&M		\$100
ANGELTRAX			
MANUF, MODEL	DESCRIPTION	Notes	Price
MDVR			
AngelTrax - V862HC	Vulcan Series 8-Channel HD/IP Mobile Digital Video Recorder		\$2,060
AngelTrax - V1284HC	Vulcan Series 12-Channel HD/IP Mobile Digital Video Recorder		\$2,308
AngelTrax - V642M2	Vulcan Series 6-Channel HD/IP Mobile Digital Video Recorder		\$1,623
Hard Drive for MDVR - must select MDVR			
AngelTrax - HDD1TB35	1TB 3.5-Inch Platter Hard Drive		\$298
AngelTrax - HDD2TB35	2TB 3.5-Inch Platter Hard Drive		\$319
AngelTrax - HDD4TB35	4TB 3.5-Inch Platter Hard Drive		\$368
AngelTrax - HDD6TB35	6TB 3.5-Inch Platter Hard Drive		\$466
AngelTrax - HDD10TB35	10TB 3.5-Inch Platter Hard Drive		\$620
AngelTrax - SSD1TBM2	Solid State 1TB M.2 SATA Hard Drive for 3.5" Tray		\$403
AngelTrax - SSD2TBM2	Solid State 2TB M.2 SATA Hard Drive for 3.5" Tray		\$585
Spare Hard Drive Tray - must select hard drive			
AngelTrax - V1235HDDTRAY	3.5-Inch Hard Drive Tray for Vulcan Series V862HC, V1284HC and V1202HC		\$259
SD Card for MDVR			
AngelTrax - MSD128GB	128GB microSD Solid-State Memory Card		\$185
AngelTrax - MSD256GB	256GB microSD Solid-State Memory Card		\$220
AngelTrax - MSD512GB	512GB microSD Solid-State Memory Card		\$269
Cameras			
AngelTrax - HD Cam Int/Ext/Windshield	Must confirm camera model and select cable	Excludes HDCOPILOT CAM	\$461



MANUF, MODEL	DESCRIPTION	Notes	Price
AngelTrax - HDCOPILOTAM	High-Definition 2.1mm 1080P Dual Windshield Camera		\$654
AngelTrax - HD Stop Arm Camera	Must confirm camera model and select cable		\$538
AngelTrax - IP Int/Ext/Vulcan Series Low Pro Cams	Must confirm camera model and select cable	Excludes IPWSAICAM and IPSAV5MP	\$482
AngelTrax - IPWSAICAM	Vulcan IP Windshield Dual Camera with AI		\$748
AngelTrax - IPSAV5MP IP Stop Arm Camera	Must select cable		\$577
Child Safety Program Stop Arm Violation Camera Unit - must select cables			
AngelTrax - SAV3100V2	Vulcan Series Automated Stop Arm Violation System		\$3,952
360-Degree Bird's Eye View Camera System			
AngelTrax - BEV360	Vulcan Series Bird's Eye View 360-Degree Cam System	Includes HD4CBL 13.12ft HD cam cable	\$2,624
Passenger Counter Cameras			
AngelTrax - PC3100V	Vulcan Series Passenger Counter Camera		\$601
AngelTrax - PCVCAM2	Vulcan Series Passenger Counter Secondary Camera for Door 2 on Transit Buses		\$391
Windshield Camera Bracket	must specify model number		\$98
HD Camera Cables			
AngelTrax - HD4CBL	13.12 ft. HD Camera Cable		\$36
AngelTrax - HD9CBL	29.53 ft. HD Camera Cable		\$39
AngelTrax - HD12CBL	39.37 ft. HD Camera Cable		\$43
AngelTrax - HD18CBL	59.06 ft. HD Camera Cable		\$50
IP Camera Cables			
AngelTrax - CAT812CBL	CAT8 Shielded Camera Cable, 12 ft		\$32
AngelTrax - CAT825CBL	CAT8 Shielded Camera Cable, 25 ft		\$37
AngelTrax - CAT835CBL	CAT8 Shielded Camera Cable, 35 ft		\$41
AngelTrax - CAT850CBL	CAT8 Shielded Camera Cable, 50 ft		\$46
Antenna			
AngelTrax - GFACC1	External G-Force Antenna for Vulcan Series MDVRs and HCNVRs		\$348
AngelTrax - GPSACT1	Vulcan Series Active GPS Antenna		\$472
AngelTrax - TRIMDANTV2	Tri-Mode Roof-Mounted Antenna		\$507
AngelTrax - WC4G	Vulcan Series Wi-Fi Cellular GPS Tri-Mode Antenna		\$472
Reader			
AngelTrax - VULPWRCBL	Security Key Power Cable Adapter Hard Drive Version for Vulcan Series MNVRs and MDVRs		\$77
AngelTrax - VULPWRKEY	Security Key USB 3.0 for Hard Drive Version Vulcan Series MNVRs		\$112
AngelTrax - V642SECKEY	Vulcan Series Blue Light Security Key USB 3.0 for V642M2		\$84
Modem / Cradlepoint			
AngelTrax - SI6GM	Sierra 4G Wireless Cellular Modem - New Generation		\$465
AngelTrax - IBRS700LP4	3G/4G Cellular Modem with Wi-Fi		\$915
AngelTrax - IBRS750LP4	3G/4G Cellular Modem		\$855
Monitors / Mounting Hardware			
AngelTrax - CP4	Vulcan Series Touchscreen Backing & Firmware Control Monitor with Bracket		\$475
AngelTrax - CP4-9CBL	9M CP4 Extension Cable for Vulcan Series MDVRs and HCNVRs		\$67
AngelTrax - RAMBAPLT	RAM Base Plate		\$36

AngelTrax - RAMDIAMT	RAM Diamond Mount		\$35
MANUF, MODEL	DESCRIPTION	Notes	Price
AngelTrax - RAMMDARM	RAM Medium Arm		\$45
AngelTrax - RAMLGARM	RAM Long Arm		\$54
AngelTrax - RAMSHSD	RAM Short Stud 1/4-20		\$36
REI			
MANUF, MODEL	DESCRIPTION	Notes	Price
REI DVR SYSTEMS:			
REI - HD6-600W-1-500GB	6 CH HD6 DVR w/ WiFi, 500GB Drive, 1 Cam, Cable kit, VMS software		\$2,535
REI - HD6-600W-2-500GB	6 CH HD6 DVR w/ WiFi, 500GB Drive, 2 Cams, Cable kit, VMS software		\$2,899
REI - HD6-600W-3-500GB	6 CH HD6 DVR w/ WiFi, 500GB Drive, 3 Cams, Cable kit, VMS software		\$3,263
REI - HD6-600W-4-500GB	6 CH HD6 DVR w/ WiFi, 500GB Drive, 4 Cams, Cable kit, VMS software		\$3,627
REI - HD6-600W-5-500GB	6 CH HD6 DVR w/ WiFi, 500GB Drive, 5 Cams, Cable kit, VMS software		\$3,991
REI - HD6-600W-6-500GB	6 CH HD6 DVR w/ WiFi, 500GB Drive, 6 Cams, Cable kit, VMS software		\$4,355
REI - HD6-1200W-5-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 5 Cams, Cable kit, VMS software		\$4,831
REI - HD6-1200W-6-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 6 Cams, Cable kit, VMS software		\$5,195
REI - HD6-1200W-7-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 7 Cams, Cable kit, VMS software		\$5,259
REI - HD6-1200W-8-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 8 Cams, Cable kit, VMS software		\$5,623
REI - HD6-1200W-9-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 9 Cams, Cable kit, VMS software		\$6,287
REI - HD6-1200W-10-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 10 Cams, Cable kit, VMS software		\$6,651
REI - HD6-1200W-11-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 11 Cams, Cable kit, VMS software		\$7,015
REI - HD6-1200W-12-500GB	12 CH HD6 DVR w/ WiFi, 500GB Drive, 12 Cams, Cable kit, VMS software		\$7,379
SYSTEM OPTIONS			
REI - HD6-600WC Upgrade	Upgrade HD6-600W DVR to include 4G Cellular Capabilities		\$475
REI - HD6-1200WC Upgrade	Upgrade HD6-1200W DVR to include 4G Cellular Capabilities		\$425
REI - STOPCAMKIT	Stop Arm Camera Kit		\$675
REI - 1TB HDD	Upgrade to 1TB Hard Disk Drive		\$300
REI - 2 TB SSD	Upgrade to 2TB Solid State Drive		\$575
REI - 710784	GPS Antenna		\$460
REI - 210182	WiFi / LTE Cellular / GPS Combo Antenna		\$630
REI - 511986	Event Marker / Panic Button w/ 20FT Cable		\$100
REI - 512209	20FT Vehicle Sensor Harness		\$88
REI - 710610	WiFi Dongle - DVR		\$105
REI - 750364	End Cap Kit Front of DVR		\$61
REI - 750363	End Cap Kit Rear of DVR		\$46
REI - 710673	Lock Box for DVR		\$275
REI - SV-360HD SYS 4	360 Degree Exterior HD Camera System W/7" Driver Monitor		\$3,000
REI - INDIVCAM			
REI - INDIVCAM	All AHD Cameras-Mini box, Wedge, Dome, windshield (1.7mm, 2.4mm, 4mm,6mm,8mm,16mm)		\$425
REI - INDIVIPCAM	All IP Cameras--(2.4mm,4mm)		\$605



REI - 512166/530165	7FT Cable, Camera to DVR, AHD or CAT6		\$46
MANUF, MODEL	DESCRIPTION	Notes	Price
REI - 512167/530099	10FT Cable, Camera to DVR, AHD or CAT6		\$50
REI - 512168/530166	25FT Cable, Camera to DVR, AHD or CAT6		\$55
REI - 511966	30FT Cable, Camera to DVR, AHD		\$57
REI - 512169/530167	40FT Cable, Camera to DVR, AHD or CAT6		\$61
REI - 510993	50FT Cable, Camera to DVR, AHD		\$67
REI - 512170/530168	60FT Cable, Camera to DVR, AHD or CAT6		\$72
REI - 710638	500 GB Hard Drive (not installed)		\$400
REI - 710639	1 TB Hard Drive (not installed)		\$525
REI - 710642	2 TB Hard Drive (not installed)		\$775
REI - 690695	64 GB SD Card		\$195
REI - 690820	128 GB SD Card		\$236
REI - 690821	256 GB SD Card		\$366
REI - 710807	HD6-600W DVR (6 Channel with WiFi/GPS)		\$1,975
REI - 710809	HD6-1200W DVR (12 Channel with WiFi/GPS)		\$2,475



**APPENDIX I
BIDDERS NOTES**

B7b: IMMI Child Safety Seat

ICS Seating options will reduce the seating capacity in some configurations due to seat spacing and ISO latch spacing requirements

B18: Underseat Heater Options

Heater's location and size (40,000 BTU rear wall mount) may be the only possible location for the rear heater

B21: Drivers Seat with Integrated S

This may reduce the passenger capacity due to spacing requirements

C4: 100 Gallon Fuel Tank

May require options C10 (Air Ride Suspension) on some Type C configurations. 100 gallon tank may affect availability of pass thru luggage on some rear engine models. Please consult dealer. Only Available on 65-77 passenger units.

Cummins warranty pricing is subject to change, as no price protection is provided. Additional warranty options, including aftertreatment, are available upon request. For current pricing, please consult with dealer.

ISO - first 3 rows are standard. Additional ISO latch seats may reduce the capacity. Please consult dealer.

RIFLED AIR CONDITIONING SYSTEM

The following systems come with a 6 year/150,000 mile limited warranty and 270 amp alternator. Not available on Electric.

RAC-BH2233	System B
RAC-BH1122	System B

The following systems come with a 5 year/150,000 mile limited warranty and only available on Type A

RAC-BH2030

Please be advised that all Thomas options, including seats, are factory-installed. Should you wish to add any Thomas options post-production, please note that pricing will vary, and a customized quote will be required from parts or service.

S.T.A.R.S. Information - Please consult with dealer in relation to S.T.A.R.S mounting and tracking configurations.

Price is per position. Please consult with dealer on configurations. For additional tie downs to be included in additional STARS positions, **must order delete seat/add wheel chair**. Additional tie downs are also available thru the parts department, including AMF Bruns.

Luggage boxes may require RAC-BH12241 roof top condenser System A. Consult with sales associate for information.

Bus lockup system and undeseat heaters are only available thru the factory. This cannot be added aftermarket.

SABER SEATS DO NOT HAVE THE SAME FOOTPRINT AS SC3 SEATS. THIS WILL AFFECT STARS AND PHANTOM SEATING.

Cummins Octaine engine will become available during this contract. Please consult with dealer for pricing.

All base configurations are subject to availability of pre 2027 EPA Emissions Cummins 6.7 Diesel Engines. Contact dealer for 2027 or Cummins 7.2 diesel engine pricing adjustments., with the exception of Type A.

**APPENDIX II
BIDDERS NOTES**

Thomas (Jouley) Electric bus Information:

Proterra Powertrain 246kWh energy storage system, Traction motor, Inverter, Two Speed Transmission, Battery thermal management system, High voltage V2G Capable junction box, Proterra CCS Type 1 DC Fast charge port and ESM, Powertrain and body controllers, Electric Power steering pump, Gear selector, Vehicle heaters, 2-Electric HVAC compressors, Ancillary inverters, Zonar module (**subscription fees and data setup direct between customer and Zonar**), S.T.A.R.S Mounting for all seats, Operators Manuals, Training Package (2 days at Customer site) and AC-121133T 126K BTU-Free Blow AC System.

NOTE: PAYMENT OF JOULEY IS PER CONTRACT TERMS FOR PAYMENT AND NOT CONTINGENT UPON DELIVERY OF CHARGERS OR INSTALLATION. SCHEDULING OF INFRASTRUCTURE IS THE RESPONSIBILITY OF THE SCHOOL DISTRICT



Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

ATTACHMENT 'B'– DISCLOSURE STATEMENT

(Rev. 07/02)

PARTNERSHIP OR INDIVIDUAL

I hereby certify that I, if an individual, or each of us, if a partnership, doing business as

(Name of Individual or Partnership)

(am)(is) not now involved in nor have I ever engaged in any private business venture or enterprise, directly or indirectly, with the Commissioner of Education, the Deputy Commissioner of Education, any Associate Commissioner of Education, Division Director or Bureau Chief within the Florida Department of Education.

I further certify that neither I, nor any partner, if a partnership, nor anyone acting in my or our behalf has requested that any of the above designated persons or any other employee of the Florida Department of Education exert any influence to secure the appointment of _____ under this proposed agreement.

(Name of Individual or Partnership)

(1) _____
Signature

Signature

Signature

COMPANY OR CORPORATION

I hereby certify that neither I nor any owner, officer, director, or shareholder of MATTHEWS BUS ALLIANCE, INC., a
(Name of Corporation (Company))

FLORIDA

(2) corporation, licensed to do business in Florida, is presently involved in

(Name of State of Inc.)

or has engaged in any private business venture or enterprise, directly or indirectly, with the Commissioner of Education, the Deputy Commissioner of Education, any Associate Commissioner of Education, Division Director, or Bureau Chief within the Florida Department of Education.

I further certify that neither I nor any owner, officer, director, or shareholder of this corporation or anyone acting on behalf of this corporation or any of its owners, officers, directors, or shareholders has requested that any of the above designated persons or any employee of the Florida Department of Education exert any influence to secure the appointment of

MATTHEWS BUS ALLIANCE, INC.

under this proposed agreement.

(Company)

(Corporation)

(3) _____
Signature

PRESIDENT

Title

11-13-2025

(1) If a partnership, each partner must sign & execute.

(2) If the company is not incorporated, insert "not incorporated" in this space.

(3) If incorporated, this statement is to be executed by the same person who will execute the contract, if awarded.

BID NO: ITB 2026-07

**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'C' – FDOE STANDARD CONTRACT TERMS AND CONDITIONS

Pursuant to S. 287.058(1), Florida Statutes ("F.S.):

- A. Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and post audit thereof.
- B. Travel expenses will be reimbursed only if expressly authorized by the terms of the Contract. Bills for any travel expenses shall be submitted in accordance with s. 112.061, F.S.
- C. The Department may unilaterally cancel this Contract if the Contractor refuses to allow access by members of the public to all documents, papers, letters and materials made or received in conjunction with the Contract that are subject to Chapter 119, F.S., and are not exempt from public inspection by s. 119.071, F.S., or by other provisions of general or special law.
- D. The Deliverables specified in the Contract must be received and accepted in writing by the Department's Contract Manager before Contractor is entitled to payment.
- E. To complete this Contract, all services must be performed and/or goods received on or before the date(s) specified in the Contract.

F. If this Contract is expressly renewable, it may be renewed for a period that may not exceed three years or the term of the original contract, whichever is longer. The renewal price for the contracted service is set forth in the bid, proposal, reply. Cost for renewal shall not be changed. Renewals shall be contingent on satisfactory performance evaluations by the Department and subject to the availability of funds. Exceptional purchase contracts pursuant to s. 287.057(3)(a) and (c), F.S., may not be renewed.

In fulfilling its obligations under this Contract and Chapter 119, F.S., Contractor must comply with the requirements outlined in s. 119.0701, F.S. If Contractor fails to comply with a public records request pursuant to Chapter 119, F.S., the Department may take any action under this Contract necessary to ensure compliance with Florida's public records laws, including, but not limited to, demanding compliance with a public records request, seeking indemnification from Contractor regarding an action brought to enforce a public records request sent to Contractor, or terminating the Contract. Pursuant to s. 119.0701, F.S., Contractor must:

- A. Keep and maintain public records required by the Department to perform the service;
- B. Upon request from the Department's custodian of public records, provide the Department with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in chapter 119, F.S., or as otherwise provided by law;
- C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following completion of the Contract if the Contractor does not transfer the records to the Department; and
- D. Upon completion of the Contract, transfer, at no cost, to the Department all public records in possession of the Contractor or keep and maintain public records required by the Department to perform the service. If the Contractor transfers all public records to the Department upon completion of the Contract, the Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of the Contract, the Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Department, upon request from the Department's custodian of public records, in a format that is compatible with the information technology systems of the Department.

**IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF
CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO
PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT
THE CUSTODIAN OF PUBLIC RECORDS AT 850-245-0735 &
contractcustodian@fldoe.org, Florida Department of Education, Attn:
Contract Custodian 325 W. Gaines Street, Suite 344, Tallahassee, FL 32399-
0400.**

- III. The Contractor shall prepare an invoice for the amount due and mail it to the Department of Education Comptroller after having delivered the products and services required under this Contract to the Contract Manager. The invoice shall set forth details sufficient for a proper pre-audit and post-audit including, where applicable, the products and services delivered and completion dates. Upon receipt of the invoice, the Department of Education Comptroller will request confirmation from the Contract Manager that the delivered products and services are satisfactory and payment is due. If for any reason they are not satisfactory, payment will be withheld until the unsatisfactory condition or conditions are corrected. Upon receipt of the Contract Manager's approval, the Department of Education Comptroller shall process each invoice in accordance with the provisions of s. 215.422, F.S.

- A. Contractor agrees to submit invoice within thirty (30) days of the Department's acceptance of deliverables. It is understood that should Contractor fail to submit invoice within thirty (30) days following the Department's acceptance of the deliverables, the Department shall not be responsible for payment thereof under this contract or quantum meruit.

BID NO: ITB 2026-07**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment**

- IV. Section 215.422, F.S., provides that agencies have five (5) working days to inspect and approve goods and services, unless bid specifications or the Contract specifies otherwise. With the exception of payments to health care providers for hospital, medical, or other health care services, if payment is not available within forty (40) days, measured from the latter of the date the invoice is received or the goods or services are received, inspected and approved, a separate interest penalty set by the Comptroller pursuant to s. 55.03, F.S., will be due and payable in addition to the invoice amount. To obtain the applicable interest rate, please contact the Department's Fiscal s. at 850/245-0401 or Purchasing Office at 850/245-0483. Payments to health care providers for hospitals, medical, or other health care services, shall be made not more than thirty-five (35) days from the date of eligibility for payment is determined, and the daily interest rate is .02740 percent. Invoices returned to a vendor due to preparation errors will result in a payment delay. Invoice payment requirements do not start until a properly completed invoice is provided to the agency. A Vendor Ombudsman, whose duties include acting as an advocate for vendors who may be experiencing problems in obtaining timely payment(s) from a State Agency, may be contacted at 866/352-3776 or by calling the Chief Financial Officer's Hotline, 800/342-2762.
- V. As used in this Contract, the term "Deliverable" refers to tangible "commodities", as defined in s. 287.012(5), F.S., which the Contractor provides pursuant to the Contract and to reports or other tangible or documentary evidence which demonstrate that the Contractor has performed the services required by the Contract. The following provisions govern Deliverables, as applicable:
- A. Each Deliverable must be physically delivered to the Department's Contract Manager, or to a person designated by the Contract Manager. If delivery is made to a designee, the Contractor shall give written notice to the Contract Manager of the delivery. A Deliverable is not received until the Contract Manager has physical control of deliveries or has written notice that the designee has physical control.
 - B. In each case in which the approval of a Deliverable is dependent upon tests being conducted by the Department or Contractor, independently or jointly, the Department's inspection and approval of the Deliverable shall not be subject to the five (5) day provision in s. 215.422, F.S., but shall be governed by the terms and conditions of the acceptance testing plan as stated in Attachment A, until approved in accordance with the plan.
 - C. In each case of a Deliverable of information technology, as defined at s. 287.012(14), F.S., unless specified otherwise in Attachment A, the acceptance testing plan is deemed to include as a minimum the reliable performance of the information technology in accordance with its design specifications in:
 - 1. a test environment that simulates the production environment as much as is reasonably possible; and
 - 2. the production environment for which it is intended for a period of time sufficient for the information technology to have experienced the major foreseeable exigencies of the production functions.
 - D. The Department's inspection, including testing when applicable, shall determine whether or not the Deliverables appear to be in compliance with the Contract. The Contractor shall be notified in writing of any apparent deficiency. The written notice shall detail the specific action required by the Contractor to correct the deficiency. The Contractor shall timely correct such deficiency and resubmit the deliverable for acceptance.
- VI. The Contractor represents and agrees that information submitted in support of its requests for payment is the basis of payment and is true and accurate to the best of knowledge of the responsible signatory. A violation of this provision shall subject the violator to the provisions of s. 68.082, F.S., pertaining to false claims against the State, and/or s. 837.06, F.S., pertaining to false official statements.
- VII. This paragraph applies if this Contract expires in a fiscal year subsequent to the fiscal year in which the Contract is entered. The State of Florida's fiscal year comprises July 1 through June 30. The Department's and State of Florida's performance and obligation to pay under this Contract is contingent upon an annual appropriation by the Legislature.
- VIII. Notwithstanding anything to the contrary contained in a State Term Contract, Contractor warrants that all commodities, as defined in s. 287.012, F.S., shall meet the specifications of the Contract and shall be merchantable and fit for the particular purposes intended by the Contract.
- IX. The Contractor further warrants that as to each Deliverable produced pursuant to this Contract, Contractor's production of the Deliverable, and the Department's use of the Deliverable, will not infringe on the copyrights of any third party. This provision applies to each work of authorship in which copyrights subsist pursuant to 17 U.S.C. Sections 102-105 and to each exclusive right established in 17 U.S.C. Section 106. In furtherance of this provision the Contractor additionally warrants that:
- A. As to each work of software or other "information technology", as defined in s. 287.012(15), F.S., in which copyrights subsist, the Contractor has acquired the rights by conveyance or license to any third party software or other information technology, which was used to produce the Deliverable;
 - B. As to each image and sound recording incorporated into a Deliverable, the Contractor has acquired the necessary rights, releases, and waivers from the person whose image or sound is included, or from the holder of the copyrights subsisting in the literary, musical, dramatic, pantomime, choreographic, pictorial, graphic, sculptural, motion pictures, audiovisual work or sound recording from which the included image or sound recording was taken.
- X. The Contractor further warrants that the Contractor shall not disclose to any third party, without the express, prior, written approval of the Department, any personally identifiable information about any student. This applies to information which came from any record or report of a Florida public education institution or from any education record which is subject to the Family Educational Rights and Privacy Act, 20 U.S.C. Section 1232g. The terms "record or report" and "student" shall have the meanings prescribed in s. 1002.22(2)(c) and (d), F.S. The term "educational record" shall have the meaning prescribed in 20 U.S.C. Section 1232g(a)(4).
- XI. In the event that the Governor and Cabinet are required to impose a mandatory reserve on appropriations, the Department shall amend this Contract to place in reserve the amount determined by the Department of Education to be necessary because of the mandatory reserve. Such amendments may provide for adjustments in the Deliverable products and services as may be necessary.

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- XII. Intellectual property is subject to following additional provisions:
- A. Anything by whatsoever designation it may be known, that is produced by, or developed in connection with, this Contract shall become the exclusive property of the State of Florida and may be copyrighted, patented, or otherwise restricted as provided by Florida or federal law. Neither the Contractor nor any individual employed under this Contract shall have any proprietary interest in the product.
 - B. With respect to each Deliverable that constitutes a work of authorship within the subject matter and scope of U.S. Copyright Law, 17 U.S.C. Sections 102-105, such work shall be a "work for hire" as defined in 17 U.S.C. Section 101 and all copyrights subsisting in such work for hire shall be owned exclusively by the Department pursuant to s. 1006.39, F.S., on behalf the State of Florida.
 - C. In the event it is determined as a matter of law that any such work is not a "work for hire", Contractor shall immediately assign to the Department all copyrights subsisting therein for the consideration set forth in the Contract and with no additional compensation.
 - D. The foregoing shall not apply to any preexisting software, or other work of authorship used by Contractor, to create a Deliverable but which exists as a work independently of the Deliverable, unless the preexisting software or work was developed by Contractor pursuant to a previous Contract with the Department or a purchase by the Department under a State Term Contract.
 - E. The Department shall have full and complete ownership of all software developed pursuant to the Contract including without limitation:
 - 1. The written source code;
 - 2. The source code files;
 - 3. The executable code;
 - 4. The executable code files;
 - 5. The data dictionary;
 - 6. The data flow diagram;
 - 7. The work flow diagram;
 - 8. The entity relationship diagram; and
 - 9. All other documentation needed to enable the Department to support, recreate, revise, repair, or otherwise make use of the software.
- XIII. The Department reserves the right, at its option, to issue a change order to delete work tasks reducing the total Contract amount by up to 10%. An addition of work tasks within the scope of the Contract, an increase in the total Contract amount, or a decrease of more than 10% of the total Contract amount, shall be implemented only by a Contract amendment signed by both the Department and the Contractor.
- XIV. Pursuant to s. 216.347, F.S., no funds awarded under this Contract may be used for the purpose of lobbying the Legislature, the judicial branch, or a State agency.
- XV. The Contractor understands that s. 20.055, F.S., requires every contractor and subcontractor to cooperate with the Department's Inspector General in any investigation, audit, inspection, review, or hearing; and the Contractor shall comply with this requirement. The Contractor shall grant access to all records pertaining to the Contract to the Department's Inspector General, General Counsel and other agency representatives, the State Auditor General, the Office of Program Policy and Government Accountability, and the Chief Financial Officer.
- XVI. The Contractor agrees to permit onsite visits by designated Department employees or agents to conduct audits to ensure compliance with Section 20.055, Florida Statutes. These audits may require Department access to records and data, computers and communications devices, and other materials whether owned or operated by the Contractor. Access may include, but is not limited to, user level and/or system level access to any computing or communications device; access to information (electronic, hardcopy, etc) that may be produced, transmitted or stored on the Contractor's equipment or premises; access to work areas; and access to interactively monitor and log traffic on the Contractor's networks.
- XVII. The Contractor must carry general liability insurance, which shall include errors and omissions coverage. The amount of coverage shall be a minimum of \$1,000,000 or the aggregate total of all contractual agreements between the Contractor and the agencies and political subdivisions of the State of Florida, whichever is greater. The Contractor shall add the Department as an additional insured on the general liability coverage. The insurance shall cover all of the Contractor's operations under this Contract and shall be effective throughout the Term of this Contract, as well as any renewals or extensions thereto. It is not the intent of this Contract to limit the types of insurance otherwise required by this Contract or that the Contractor may desire to obtain or be required to obtain by law. The Contractor must submit a Certificate of Insurance indicating coverage for general liability purposes and additional insured coverage, and shall maintain and pay for same throughout the Term of this Contract. A Certificate of Insurance indicating adequate coverage shall be submitted to the Department prior to the time the Contract is entered. Any and all insurance policies shall be through insurers qualified to do business in Florida.
- XVIII. The Contractor agrees to provide the Department upon execution of this Contract with a performance bond or other security deposited with the Department in the total amount of the Contract or another amount if specified in the procurement specifications or Attachment A, guaranteeing that the Contractor will perform all work according to this Contract, within the time and price specified in the Contract. A performance bond shall be issued from a surety company, qualified to do business in Florida.
- XIX. The Contractor may not assign or subcontract all or any portion of this Contract without the advance written consent of the Department.

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- XX. In all cases in which the Contractor, with the advance written consent of the Department, assigns or subcontracts, all or any portion of the Contract:
- A. The Contractor shall monitor the subcontractor or assignee and establish controls to avoid or mitigate risks identified by the Department or the Contractor; and
 - B. The Contractor shall allow the Department to monitor subcontractor or assignee activity and compliance, and the Contractor shall require the subcontractor or assignee to promptly submit to the Department, at the Department's request, complete and accurate documentation pertaining to the subcontract or the Contract.
- XXI. The Contractor shall coordinate with and assist the Department's Contract Manager in the performance of the latter's responsibilities, which include without limitation:
- A. Monitoring the activities of the Contractor;
 - B. Receiving and reviewing the reports of the Contractor to determine whether the objectives of the Contract are being accomplished;
 - C. Receiving and reviewing the invoices for payment of funds to assure that the requirements of the Contract have been met and that payment is appropriate;
 - D. Evaluating the process used by the Contractor to monitor the activities of any subcontractor or assignee; and
 - E. Accessing, directly, the subcontractors and assignees, as the Contract Manager deems necessary.
- XXII. This Contract may not be modified unless in writing signed by the Department and the Contractor.
- XXIII. The Department and the Contractor waive application of the principle of contract construction that ambiguities are to be construed against a contract's drafter, and agree that this Contract is their joint product.
- XXIV. The Department and the Contractor acknowledge that they have had their respective attorneys review and approve this Contract or that they have had the opportunity to do so.
- XXV. This Contract shall be governed by the laws of the State of Florida, and venue for purposes of any action brought to enforce or construe the Contract shall lie in Leon County, Florida.
- XXVI. Failure of the Department to declare any default immediately upon the occurrence or knowledge thereof, or delay in taking any action in connection therewith, does not waive such default. The Department shall have the right to declare any such default at any time and take such action as might be lawful or authorized under the Contract, at law, or in equity. No Department waiver of any term, provision, condition or covenant of the Contract shall be deemed to imply or constitute a further Department waiver of any other term, provision, condition or covenant of the Contract, and no payment by the Department shall be deemed a waiver of any default under the Contract.
- XXVII. Time is of the essence with regard to each and every obligation of the Contractor contained in the Contract. Each such obligation is deemed material, and a breach of any such obligation (including a breach resulting from the untimely performance thereof) shall constitute a material breach.
- XXVIII. The Contractor shall indemnify and hold harmless the Department, its attorneys, agents and employees, from and against any and all third party claims, suits, debts, damages, and causes of action, whatsoever, whether arising in law or in equity, arising out of or relating to Contractor performance or failure to perform under this Contract. The indemnification shall include reasonable attorney fees and costs incurred by the Department, its attorneys, agents and employees, in the defense of any such claim, suits or causes of action, as aforesaid.
- XXIX. This Contract may be cancelled by written agreement of the Department and the Contractor specifically referencing this Contract. Such agreement shall specify the remaining measures necessary to be taken by each party.
- XXX. The Department reserves the right to cancel this contract without cause by giving the Contractor thirty (30) days written notice.
- XXXI. Should Contractor fail to perform to Contract terms and conditions, Contractor shall be notified in writing, stating the nature of the failure to perform and providing a time certain (which shall be not less than ten (10) days following receipt of such notice) for correcting the failure. Such failure to perform shall otherwise be dealt within accordance with Rule 60A-1.006, F.A.C.
- XXXII. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in s. 287.017, F.S., for CATEGORY TWO for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.
- XXXIII. The employment of unauthorized aliens by any contractor is considered a violation of Section 274A(e) of the Immigration and Nationality Act. In addition, pursuant to State of Florida Executive Order No. 11-116, Contractor shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment of all new employees hired by the Contractor during the contract term. Also, Contractor shall include in related subcontracts a requirement that subcontractors performing work or providing services pursuant to the Contract utilize the E-Verify system to verify employment of all new employees hired by the subcontractor during the contract term.
- XXXIV. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions
- A. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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- B. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal. The Department may cancel this contract if an attached explanation is not acceptable to the Department or the Federal government.
- XXXV. MyFloridaMarketPlace
- A. MyFloridaMarketPlace Vendor Registration: Each Vendor doing business with the State of Florida for the sale of commodities or contractual services as defined in section 287.012, Florida Statutes, shall register in MyFloridaMarketPlace, in compliance with Rule 60A-1.033, Florida Administrative Code, unless exempt therefrom.
- B. MyFloridaMarketPlace Transaction Fee: The State of Florida, through the Department of Management Services, has instituted MyFloridaMarketPlace, a statewide eProcurement system pursuant to section 287.057(24), Florida Statutes (F.S.). All payments issued by Agencies to registered vendors for purchases of Commodities or Contractual Services under Chapter 287, F.S., shall be assessed a Transaction Fee which the Vendor shall pay to the State, as prescribed by Rule 60A-1.031, Florida Administrative Code (F.A.C.), or as may otherwise be established by law unless exempt under Rule 60A-1.032, Florida Administrative Code. Vendors shall pay the Transaction Fee and are subject to automatic deduction of the Transaction Fee, when automatic deduction becomes available. Vendors shall submit any monthly reports required pursuant to Rule 60A-1.031, F.A.C. All such reports and payments are subject to audit. The Agency will have grounds for declaring the vendor in default if the vendor fails to comply with the payment of the Transaction Fee or reporting of payments, which may subject the vendor to being suspended from business with the State of Florida. **VENDORS DELINQUENT IN PAYING TRANSACTION FEES MAY BE EXCLUDED FROM CONDUCTING FUTURE BUSINESS WITH THE STATE.**
- XXXVI. The Contractor shall comply with all applicable Federal, State and County laws, ordinances, rules, and regulations applicable to the Contractor and applicable to its performance under this Contract.
- XXXVII. Contractors, providers, and partners employed by the Department or acting on behalf of the Department shall comply with Florida Administrative Code (F.A.C.), and fully comply with all information technology security policies. Contractors, providers, and parties employed by the Department or acting on behalf of the Department shall also fully comply with 60GG-2 Information Technology Standards.
- XXXVIII. If this Contract is for goods or services over \$1,000,000, this Contract may be terminated at the option of the Department if the Contractor is found to have submitted a false certification as provided under subsection 287.135(5), F.S., been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or been engaged in business operations in Cuba or Syria.
- XXXIX. This Contract may be executed in multiple counterparts, each of which shall be deemed to be an original and all of which shall constitute one contract, notwithstanding that all parties are not signatories to the original or the same counterpart, or that signature pages from different counterparts are combined, and the signature of any party to any counterpart shall be deemed to be a signature too and may be appended to any other counterpart.
- XLI. In accordance with Executive Order 20-44, each contractor meeting the following criteria: 1) all entities named in statute with which the agency must form a sole source, public private agreement and 2) all entities that, through contract or other agreement with the State, annually receive 50% or more of their budget from the State or from a combination of State and Federal funds shall provide to the department an annual report in the format required by the department. This report shall detail the total compensation for the entities' executive leadership teams. Total compensation shall include salary, bonuses, cashed in leave, cash equivalents, severance pay, retirement benefits, deferred compensation, real-property gifts, and any other payout. In addition, the grantee shall submit with the annual report the most recent Return of Organization Exempt From Income Tax, Form 990, if applicable, or shall indicate that the contractor is not required to file such Form 990. Contracted entities must inform the Department of any changes in total executive compensation between the annual reports. All compensation reports must indicate what percent of compensation comes directly from the State or Federal allocations to the contracted entity. This report shall be submitted by March 1 of each year. Executive Order 20-44 may be obtained via this link, https://www.flgov.com/wp-content/uploads/orders/2020/EO_20-44.pdf
- XLII. Unless otherwise specifically authorized herein, Contractor shall not convey anything of value, including but not limited to gifts, loans, rewards, favors or services, directly to any agent, employee or representative of the Department, and shall promptly notify the Department in the event that an agent, employee or representative of the Department attempts to solicit the same.
- XLIII. In order to be considered in compliance with this contract, Vendor must complete and return Department of Management Services Form PUR 7801, Vendor Certification Form, hereby incorporated by reference. Form PUR 7801 may be accessed at http://dms.myflorida.com/business_operations/state_purchasing under "Documents, Forms, References and Resources".
- XLIII. Department of Management Services, PUR 1000 and PUR 1001 forms are hereby incorporated by reference. Forms PUR 1000 and PUR 1001 may be accessed at http://dms.myflorida.com/business_operations/state_purchasing under "Documents, Forms, References and Resources". In the event of any conflict between Form PUR 1000, PUR 1001, and other instructions provided in this document, the additional instructions in this document shall take precedence over the PUR Forms unless the conflicting term is required by any section of the Florida Statutes (F.S.), in which case the statutory requirements shall take precedence.



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Standard Terms & Conditions

Dear Ms. Forbes:

This letter is to acknowledge that we understand and will adhere by the Standard Terms and Conditions (Attachment C) for the ITB 2026-07 by FLDOE.

Respectfully submitted,

A blue ink signature of Glenn Matthews, consisting of a stylized 'G' and 'M' followed by a horizontal line.

Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, PUR-1001 & PUR-1000

Dear Ms. Forbes:

In the event of any conflict between Form PUR 1001 and other instructions provided in the ITB 2026-07 document, the additional instructions in that document shall take precedence over the Form PUR 1001 unless the conflicting term is required by any section of the Florida Statutes, in which case the statutory requirements shall take precedence.

In the event of any conflict between Form PUR 1000 and any other Special Conditions, the Special Conditions shall take precedence over Form PUR 1000 unless the conflicting term in the PUR form is required by any section of the Florida Statutes, in which case the term contained in Form PUR 1000 shall take precedence.

Matthews Bus Alliance, Inc. acknowledges both PUR-1001 and PUR-1000.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Glenn Matthews', is written over a horizontal line.

Glenn Matthews
President
Matthews Bus Alliance, Inc.

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Optional Equipment

ATTACHMENT 'D' –DRUG-FREE WORKPLACE

(will be considered in case of tie Bids)

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more Bid Responses which are equal with respect to price, quality, and service are received by the State or by any political subdivision for the procurement of commodities or contractual services, a Bid Response received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie Bid Responses will be followed if none of the tied vendors have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

- 1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
- 2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
- 3) Give each employee engaged in providing the commodities or contractual services that are under bid copy of the statement specified in subsection (1).
- 4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are underbid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
- 5) Impose a sanction on, or require satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by any employee who is so convicted.
- 6) Make a good faith effort to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this firm complies fully with the above requirements.

Vendor's Signature

11-13-2025

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ATTACHMENT 'E'– FDOE MINORITY SUBCONTRACTORS UTILIZATION SUMMARY

The Department's Supplier Development initiative strives to ensure the promise of Florida's future is shared by all of its residents, regardless of race, ethnicity, disability, neighborhood, or background. To that end, the Department is dedicated to support, track and increase its small, minority-, women-, and service-disabled veteran business enterprise spending with prime contractors and subcontractors. This form was developed to assist in these efforts.

The Prime Contractor shall report all small, minority-, women-, and service-disabled veteran business enterprise Subcontractors, identifying the Name, Address, Type of Certification, and Dollar Amount on the form below. The Prime Contractor shall submit this form with each invoice submitted for payment, whether or not funds have been spent with a small, minority-, women-, and service-disabled veteran business enterprise Subcontractor for the period covered by the invoice. The Office of Supplier Development, Florida Department of Management Services will assist in furnishing names of qualified minorities. The Office of Supplier Development can be reached at (850/487-0915); the Internet Web address is http://dms.myflorida.com/other_programs/office_of_supplier_diversity_osd.

PRIME CONTRACTOR: _____

CONTRACT NO.: _____

CONTRACT TITLE: _____

MBE CONTRACTORS Full Name, Address, Telephone Number	State Certified	Non- Certified	Non-Profit	Dollar Amount

Certified True and Correct by: _____

Prime Contractor _____

Title _____

Date _____

Total Amount \$ _____
Submit Report to: _____

Winston McGriff
Bureau of Contracts, Grants & Procurement
Management Services
325 West Gaines Street, 344 Turlington Bldg.
Tallahassee, Florida 32399-0400

For additional information, call Winston McGriff at 850/245-0733 or email Winston.McGriff@fldoe.org.

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ATTACHMENT 'F' – VENDOR CERTIFICATIONS (PUR 7801)

I Hereby certify the following on behalf of the vendor identified below:

Customer Indicator (Required, N/A, Determined by Vendor)	Vendor Indicator (Certified, N/A)	Certification
Required	CERTIFIED	Regardless of the dollar value of the goods or services provided, in accordance with the requirements of section 287.135(5), F.S., the vendor is not participating in a boycott of Israel and is not on the State Board of Administration's "Quarterly List of Scrutinized Companies that Boycott Israel," available at https://www.sbafla.com/governance/global-governance-mandates/
Required	CERTIFIED	If the goods or services to be provided are \$1 million or more, in accordance with the requirements of section 287.135, F.S., the vendor is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Terrorism Sectors List (collectively, "Scrutinized List of Prohibited Companies"); does not have business operations in Cuba or Syria; and is not on the State Board of Administration's "Scrutinized List of Prohibited Companies" available under the quarterly reports section at https://www.sbafla.com/reporting/
Required	CERTIFIED	The vendor is not on the Suspended Vendor List; it and its suppliers, subcontractors, or consultants to be utilized under the contract are not on the Convicted Vendor, Discriminatory Vendor, or Antitrust Violator Vendor Lists; and there is no pending or threatened action, proceeding, or investigation, or any other legal or financial condition, that would in any way prohibit, restrain, or diminish the vendor's ability to satisfy the contract obligations. The vendor is hereby informed of the provisions of sections 287.133(2)(a), 287.134(2)(a), and 287.137(2)(a), F.S., that identify the impacts to the vendor's ability or its affiliates' ability to respond to the competitive solicitations of a public entity; to be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with a public entity; or to transact business with a public entity if it, or its affiliates, are placed on the Convicted Vendor, Discriminatory Vendor, or Antitrust Violator Vendor Lists of the Department of Management Services. The vendor is hereby further informed of the provisions of section 287.1351, F.S., that identify the impacts to the vendor's ability to enter into or renew a contract with an agency, as defined in section 287.012, F.S., if it is placed on the Suspended Vendor List of the Department of Management Services.

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Customer Indicator (Required, N/A, Determined by Vendor)	Vendor Indicator (Certified, N/A)	Certification
Determined by Vendor	CERTIFIED	If the contract grants the vendor access to an individual's personal identifying information, the vendor is not prohibited from entering into the contract pursuant to section 287.138, F.S., and has completed the Form PUR 1355, "Foreign Country of Concern Attestation Form," available at http://www.flrules.org/Gateway/reference.asp?No=Ref-15843 , and attached it hereto.
Determined by Vendor	CERTIFIED	If the vendor is a common carrier, as defined in section 908.111, F.S., or a contracted carrier, it is not prohibited from entering into the contract pursuant to section 908.111, F.S., and has completed the Form PUR 1808, "Common Carrier or Contracted Carrier Attestation Form," available at http://www.flrules.org/Gateway/reference.asp?No=Ref-14614 , and attached it hereto.
Required	CERTIFIED	The vendor is registered with, and uses, the E-Verify system for all newly hired employees in accordance with section 448.095, F.S.; and has not, within the last year, had a contract terminated under section 448.095(5)(c), F.S., by a public employer, contractor, or subcontractor, as defined by section 448.095(1), F.S.
Required	CERTIFIED	The vendor is in compliance with all applicable disclosure requirements set forth in section 286.101, F.S., and has not been deemed ineligible for a grant or contract funded by a state agency pursuant to section 286.101(7), F.S.
Required	CERTIFIED	If the contract is between a nongovernmental entity and a governmental entity, in accordance with section 787.06, F.S., the vendor has completed an affidavit signed by an officer or a representative of the vendor under penalty of perjury attesting that the vendor does not use coercion for labor or services as defined in section 787.06, F.S.

By signing below, I certify that I am authorized to complete and submit this Vendor Certification Form on behalf of the vendor.

[Enter Name of Entity]

Authorized Signatory

MATTHEWS BUS ALLIANCE, INC

11-13-2025

Name

Signature

Date

81-4572887

GLENN MATTHEWS

FEIN

Typed or Printed Name

PRESIDENT

Title

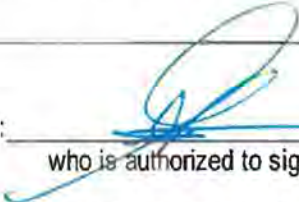
BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
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ATTACHMENT 'G'– VENDOR CERTIFICATION REGARDING SCRUTINIZED COMPANIES LISTS

Proposing Vendor Name: MATTHEWS BUS ALLIANCE, INC.
Vendor FEIN: 81-4572887
Vendor's Authorized Representative Name and Title: GLENN MATTHEWS, PRESIDENT
Address: 4802 WEST COLONIAL DRIVE
City: ORLANDO State: FL Zip: 32808
Phone Number: 800-330-1175
Email Address: GMATTHEWS@MATTHEWSBUSESFLORIDA.COM

Section 287.135, Florida Statutes, prohibits agencies from contracting with companies, for goods or services over \$1,000,000, that are on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List. Both lists are created pursuant to section 215.473, Florida Statutes.

As the person authorized to sign on behalf of Proposer, I hereby certify that the company identified above in the section entitled "Proposing Vendor Name" is not listed on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List. I understand that pursuant to section 287.135, Florida Statutes, the submission of a false certification may subject company to civil penalties, attorney's fees, and/or costs.

Certified By: 
who is authorized to sign on behalf of the above referenced company.
Authorized Signature Print Name and Title: GLENN MATTHEWS, PRESIDENT
11-13-2025

BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'H' – FOREIGN COUNTRY OF CONCERN ATTESTATION (PUR 1355)

This form must be completed by an officer or representative of an entity submitting a bid, proposal, or reply to, or entering into, renewing, or extending, a contract with a Governmental Entity which would grant the entity access to an individual's Personal Identifying Information. Capitalized terms used herein have the definitions ascribed in Rule 60A-1.020, F.A.C.

MATTHEWS BUS ALLIANCE, INC.
<Insert Name of entity> is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its Principal Place of Business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest in the entity.

Under penalties of perjury, I declare that I have read the foregoing statement and that the facts stated in it are true.

Printed Name: **GLENN MATTHEWS**

Title: **PRESIDENT**

Signature: 

Date: **11-13-2025**

BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'I' – COMMON CARRIER OR CONTRACTED CARRIER ATTESTATION FORM (PUR 1808)

This form must be completed by a Common Carrier or contracted carrier and submitted to the Governmental Entity with which a Contract being is executed, amended, or renewed. Capitalized terms used herein have the definitions ascribed in section 908.111, F.S.

MATTHEWS BUS ALLIANCE, INC.

[Insert Name of Common Carrier or contracted carrier] is not willfully providing and will not willfully provide any service during the Contract term in furtherance of transporting a person into this state knowing that the person is an Unauthorized Alien, except to facilitate the detention, removal, or departure of the person from this state or the United States.

Under penalties of perjury, I declare that I have read the foregoing statement and that the facts stated in it are true.

Printed Name: **GLENN MATTHEWS**

Title: **PRESIDENT**

Signature: 

Date: **11-13-2025**

BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'J' – AFFIDAVIT REGARDING THE USE OF COERCION FOR LABOR AND SERVICES

Section 787.06(13), Florida Statutes requires all nongovernmental entities executing, renewing, or extending

Respondent Vendor Name: <u>MATTHEWS BUS ALLIANCE, INC</u>		
Vendor FEIN: <u>81-4572887</u>		
Vendor's Authorized Representative Name and Title: <u>GLENN MATTHEWS, PRESIDENT</u>		
Address: <u>4802 WEST COLONIAL DRIVE</u>		
City: <u>ORLANDO</u>	State: <u>FL</u>	Zip Code: <u>32808</u>
Phone Number: <u>800-330-1175</u>		
Email Address: <u>GMATTHEWS@MATTHEWSBUSESFLORIDA.COM</u>		

a contract with a governmental entity to provide an affidavit signed by an officer or representative of the nongovernmental entity under penalty of perjury that the nongovernmental entity does not use coercion for labor or services as defined in that statute.

As the person authorized to sign on behalf of Respondent, I certify that the company identified does not:

- Use or threaten to use physical force against any person;
- Restrain, isolate, or confine or threaten to restrain, isolate, or confine any person without lawful authority and against her or his will;
- Use lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or services are not respectively limited and defined;
- Destroy, conceal, remove, confiscate, withhold, or possess any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
- Cause or threaten to cause financial harm to any person;
- Entice or lure any person by fraud or deceit; or
- Provide a controlled substance as outlined in Schedule I or Schedule II of s. 893.03 to any person for the purpose of exploitation of that person.

Under penalties of perjury, I declare that I have read the foregoing document and that the facts stated in it are true.

By:  _____
AUTHORIZED SIGNATURE

Print Name and Title: GLENN MATTHEWS, PRESIDENT

Date: 11-13-2025

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'K' – CONTRACT 2026-07

THIS CONTRACT FOR TYPE A, TYPE C AND TYPE D SCHOOL BUSES, MULTIFUNCTIONAL SCHOOL ACTIVITY BUSES (MFSAB) AND OPTIONAL EQUIPMENT, BID NO: ITB 2026-07, by and between the department, 325 West Gaines, Suite 834, Tallahassee, Florida 32399-0400, and

MATTHEWS BUS ALLIANCE, INC., the contractor, a
for-profit corporation registered in Florida, each referred to herein as "Party," and collectively referred to as the "Parties,"

WITNESSETH:

WHEREAS, the Department desires to provide eligible users, defined herein, with various Type A, Type C and Type D School Buses and Optional Equipment (defined herein as "Vehicles"), through the use of a state term contract pursuant to rule 60A-1.001, F.A.C.; and section 1006.27, F.S.; and

WHEREAS, the Department solicited responses to an invitation to Bid No: ITB 2026-07(ITB) to prospective contractors of said Vehicles; and

WHEREAS, the contractor responded to the ITB and desires to provide said Vehicles; and, unto each other;

NOW THEREFORE, in consideration of the premises, terms and conditions set forth herein, the Parties execute this contract so same becomes binding and enforceable by and through the Parties and their assigns, and agree heretofore:

SCOPE OF WORK

The intent of these specifications is to set forth and convey to prospective bidders the general type, character, performance and quality of the Vehicles desired by the Department and school districts. The contractor is authorized to provide Vehicles to any and all eligible users in the State of Florida. The Parties agree that the laws and rules that apply to this contract shall be for those applicable to contracts in excess of Category Two, or \$35,000, as defined in chapter 287.017, F.S.

Pursuant to Section 7.10 of Bid No: ITB 2026-07, the following documents are hereby incorporated by reference:

- Department contract
- Any addenda to Bid No: ITB 2026-07
- ITB No: 2026-07
- Award Letter
- Contractor's response

IN WITNESS WHEREOF, the Parties hereto have caused this contract For Type A, Type C and Type D School Buses and Optional Equipment, Bid No: ITB 2026-07, to be executed on the dates shown below their respective signatures.

DEPARTMENT

CONTRACTOR

Signature

Signature

Print Name:

Print name:

Title:

Title:

Date:

Date:

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'L' - BIDDER REPRESENTATION

TO: Commissioner Anastasios Kamoutsas
Florida Department of Education
Tallahassee, Florida 32399-0400

I, the bidder, hereby represent that the specifications of school bus equipment furnished under terms of this bid will comply with the *National School Transportation and Procedures, Revised 2025*, and the *Florida School Bus Specifications, Effective January 2026*, as represented by the manufacturer to the Commissioner of the Florida Department of Education, State of Florida.

NOTES:

1. Do not include excise tax in the price schedule. The purchasing agency will furnish a tax exemption certification or number.
2. All prices must be quoted in **even dollar amounts**.
3. Twenty-nine capacity Type C buses shall be offered with both front-mounted and rear-mounted lift availability.
4. All standard and optional tires bid shall be all-wheel position highway rib radials.

Comments regarding production schedules and remarks (for informational purposes only):

Company: MATTHEWS BUS ALLIANCE, INC

By: GLENN MATTHEWS, PRESIDENT

Address: 4802 WEST COLONIAL DRIVE, ORLANDO, FL 32808

Telephone: 800-330-1175

FEIN: 81-4572887

Signature: 

Date: 11-13-2025

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'M' - PURCHASE ORDER/CUSTOMER CONTACT PREFERENCE INFORMATION

Please provide pertinent contact information for your company to be used on all purchase orders for buses purchased pursuant to this bid:

ATTN (Contact Person's Name): GLENN MATTHEWS
Contact Person's Title: PRESIDENT
Company Name: MATTHEWS BUS ALLIANCE, INC
Street Address: 4802 WEST COLONIAL DRIVE
City, State, Zip: ORLANDO, FL 32808
Telephone: 800-330-1175

CUSTOMER CONTACT PREFERENCE INFORMATION

Please indicate the proper contact person for all inquiries related to bus orders:

Contact Person's Name: GLENN MATTHEWS
Contact Person's Title: PRESIDENT
Company Name: MATTHEWS BUS ALLIANCE, INC.
Street Address: 4802 WEST COLONIAL DRIVE
City, State, Zip: ORLANDO, FL 32808
Telephone: 800-330-1175
Fax: 407-374-1797
Email address: GMATTHEWS@MATTHEWSBUSESFLORIDA.COM



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Contact between Person with Responsibility to the State of Florida

Dear Ms. Forbes:

This letter is to specify that Glenn Matthews will act as the Contract Manager for Matthews Bus Alliance, Inc., and is the authorized contact person with the responsibility to the State of Florida ITB 2026-07. As required by Section 7.13 of the ITB 2026-07, the full contact information for Mr. Matthews is as follows:

Glenn Matthews
Matthews Bus Alliance, Inc.
4802 West Colonial Drive
Orlando, FL 32808
Office Phone: (800) 330-1175 Ext. 412
Cell Phone: (407) 697-7856
Fax: (407) 374-1797
E-mail: gmatthews@matthewsbusesflorida.com

Respectfully submitted,



Glenn Matthews
President
Matthews Bus Alliance, Inc.

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'N' - FILE STRUCTURE FOR REQUIRED STATUS REPORT

COLUMN	FORMAT TYPE	FIELD NAME
A	NUMBER	DISTRICT NUMBER
B	TEXT	DISTRICT NAME (name of County only)
C	NUMBER, TEXT and HYPHEN	BUS NUMBER
D	TEXT	BUS TYPE
E	NUMBER	BUS YEAR MODEL (YYYY)
F	NUMBER	SHELL DESIGN CAPACITY
G	NUMBER	EQUIPPED SEATING CAPACITY
H	NUMBER	WHEEL CHAIR CAPACITY
I	TEXT	CHASSIS MFG
J	TEXT	CHASSIS MODEL
K	TEXT	VIN #
L	TEXT	FUEL TYPE: DIESEL, PROPANE, CNG, GASOLINE, ELECTRIC, HYBRID
M	TEXT	ENGINE MODEL
N	TEXT	ENGINE SERIAL NUMBER
O	TEXT	TRANS MODEL NUMBER
P	TEXT	TRANS SERIAL NUMBER
Q	TEXT	BODY MFG
R	TEXT	BODY MODEL
S	TEXT	BODY SERIAL NUMBER
T	TEXT	SEAT BELT TYPE
U	TEXT	A/C EQUIPPED
V	TEXT	A/C MFG
W	TEXT	A/C MODEL NUMBER
X	TEXT	LIFT EQUIPPED?
Y	TEXT	LIFT MFG
Z	TEXT	LIFT MODEL NUMBER
AA	TEXT	LIFT SERIAL NUMBER
AB	TEXT	BID CONTRACT NUMBER
AC	DATE	BUS ORDER DATE (date format MM/DD/YYYY)
AD	TEXT	TO BE (D) DELIVERED OR (PU) PICKED-UP
AE	DATE	BUS BUILD DATE (date format MM/DD/YYYY)
AF	DATE	EST DEL DATE (date format MM/DD/YYYY)
AG	TEXT	DEL STATUS
AH	DATE	DATE OF DELIVERY (date format MM/DD/YYYY)
AI	DATE	IN-SERVICE DATE (date format MM/DD/YYYY)
AJ	NUMBER	ODOMETER MILES AT DATE OF DELIVERY (whole number without tenths)
AK	TEXT	EXTENDED WARRANTY
AL	NUMBER	TOTAL COST WITH OPTIONS AND DELIVERY (Whole dollar amount only)

NOTE: The File shall be a Microsoft Excel spreadsheet. The department reserves the right to modify the file structure of this document upon written notice to the awarded contractor(s).

Matthews Bus Alliance, Inc.
Status Report

Attachment N

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
BUSES	DISTRICT #	DISTRICT NAME	BUS #	BUS TYPE	MODEL YEAR	SHELL CAP	SEATING CAP	W/C CAP	CHAS MFG	CHAS MOD	VIN	FUEL TYPE	ENGINE MODEL	ENGINE SERIAL
1	29	HILLSBOROUGH DISTRICT SCHOOLS	266418	C	2026	77	51	B	FLNER	B2 106	4UZABRFC6TCVM7275	DIESEL	ISB 6.7	99554484
2	29	HILLSBOROUGH DISTRICT SCHOOLS	266434	C	2026	77	51	B	FLNER	B2 106	4UZABRFC4TCVM7291	DIESEL	ISB 6.7	99564362
3	50	PALM BEACH DISTRICT SCHOOLS	26123	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC3TCVN0621	DIESEL	ISB 6.7	99536625
4	50	PALM BEACH DISTRICT SCHOOLS	26132	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC4TCVN0630	DIESEL	ISB 6.7	99536595
5	6	BROWARD DISTRICT SCHOOLS	524005	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC4TCVM7307	DIESEL	ISB 6.7	99536470
6	6	BROWARD DISTRICT SCHOOLS	524029	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC1TCVM7331	DIESEL	ISB 6.7	99551411
7	6	BROWARD DISTRICT SCHOOLS	524019	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC9TCVM7321	DIESEL	ISB 6.7	99536549
8	35	LAKE DISTRICT SCHOOLS	2417	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC7TCVL9315	DIESEL	ISB 6.7	99528922
9	35	LAKE DISTRICT SCHOOLS	2411	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC1TCVL9309	DIESEL	ISB 6.7	99524105
10	35	LAKE DISTRICT SCHOOLS	2416	C	2026	77	77	N/A	FLNER	B2 106	4UZABRFC5TCVL9314	DIESEL	ISB 6.7	99529529

O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	
BUSES	TRANS MODEL	TRANS SERIAL	BODY MFG	BODY MODEL	BODY SERIAL #	SEAT BELT TYPE	A/C EQUIP	A/C MFG	A/C MODEL #	LIFT EQUIP	LIFT MFG	LIFT MODEL #	LIFT SERIAL #	BID CONTRACT #
1	2500 PTS	6312338143	TBB	341TS	2561030	LAP SHOULDER	Y	RIFLED AIR COND	BH2233	Y	BRAUN	NL9191B-2	25021001481	2023-02
2	2500 PTS	6312349177	TBB	341TS	2561669	LAP SHOULDER	Y	RIFLED AIR COND	BH2233	Y	BRAUN	NL9191B-2	25021801504	2023-02
3	2500 PTS	6312332426	TBB	341TS	2560580	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02
4	2500 PTS	6312332634	TBB	341TS	2560620	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02
5	2500 PTS	6312332646	TBB	341TS	2560586	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02
6	2500 PTS	6312339750	TBB	341TS	2560839	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02
7	2500 PTS	6312325985	TBB	341TS	2560689	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02
8	2500 PTS	6312330218	TBB	341TS	2470338	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02
9	2500 PTS	6312324574	TBB	341TS	2470307	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02
10	2500 PTS	6312330213	TBB	341TS	2470337	LAP	Y	RIFLED AIR COND	BH2233	N	N/A	N/A	N/A	2023-02

AC		AD		AE	AF	AG	AH	AI	AJ	AK	AL
BUSES	BUS ORDER DATE	TO BE DEL OR PU		BUS BUILD DATE	EST DEL DATE	DEL STATUS	DATE OF DELIVERY	IN-SERV DATE	ODOM AT DEL	EXT WARR	TOTAL COST W/OPT & DEL
1	9/25/2023	DEL		3/18/2025	7/30/2025	DELIVERED	7/3/2025	N/A	701	N	\$153,258.00
2	9/25/2023	DEL		4/5/2025	7/30/2025	DELIVERED	7/10/2025	N/A	688	N	\$153,258.00
3	9/26/2023	DEL		3/11/2025	7/30/2025	DELIVERED	7/1/2025	N/A	781	N	\$152,705.00
4	9/26/2023	DEL		2/25/2025	7/30/2025	DELIVERED	6/23/2025	N/A	792	N	\$152,705.00
5	9/25/2023	DEL		2/22/2025	8/30/2025	DELIVERED	6/26/2025	N/A	826	N	\$145,510.00
6	9/25/2023	DEL		3/7/2025	8/30/2025	DELIVERED	6/30/2025	N/A	809	N	\$145,510.00
7	9/25/2023	DEL		2/26/2025	8/30/2025	DELIVERED	6/30/2025	N/A	836	N	\$145,510.00
8	9/14/2023	DEL		3/24/2025	8/30/2025	DELIVERED	8/5/2025	N/A	635	N	\$146,381.00
9	9/14/2023	DEL		6/5/2025	8/30/2025	DELIVERED	8/5/2025	N/A	635	N	\$146,381.00
10	9/14/2023	DEL		3/27/2025	7/30/2025	DELIVERED	7/8/2025	N/A	636	N	\$146,381.00

INITIAL

11/13/2023

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

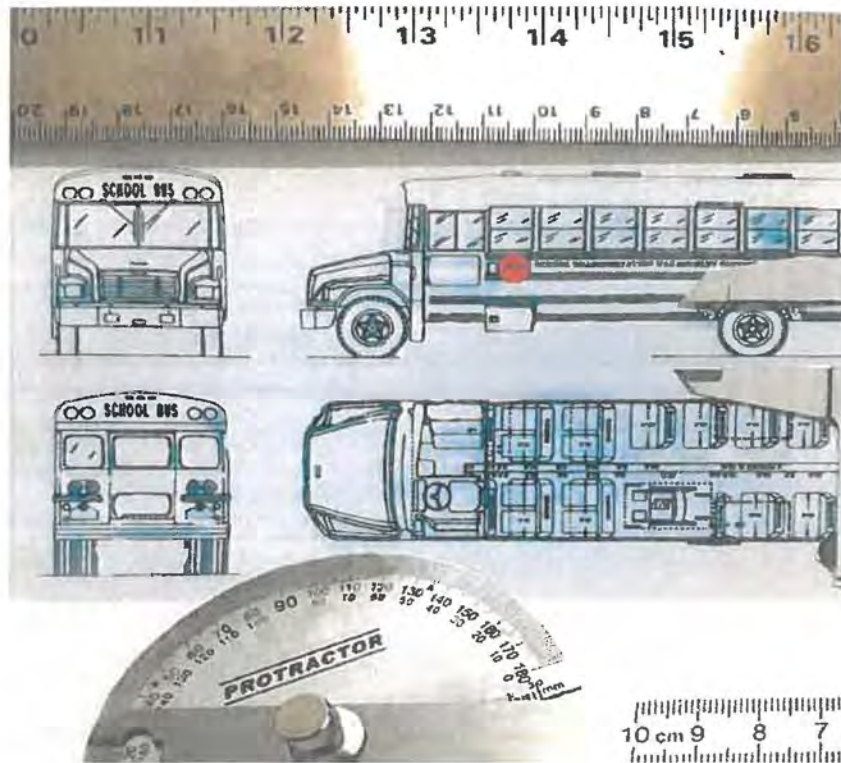
ATTACHMENT 'O' - FLORIDA SCHOOL BUS SPECIFICATIONS, EFFECTIVE JANUARY 2026

Insert link to *Florida School Bus Specifications, Effective January 1, 2026*



FLORIDA SCHOOL BUS SPECIFICATIONS

Effective January 1, 2026



FLORIDA DEPARTMENT OF
EDUCATION
fldoe.org

INITIAL

11-13-2025

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FOREWORD

Florida School Bus Specifications are adopted as authorized under section (s.) 1006.25, Florida Statutes (F.S.), and rule 6A-3.003, Florida Administrative Code (F.A.C.). The effective date of this edition of the Florida School Bus Specifications is January 1, 2026.



GENERAL INFORMATION AND WARRANTY PROVISIONS

All public school buses (bodies and chassis) owned, operated, rented, leased, and contracted for by any public school board or charter school in Florida, used to transport children to and from school or school-related events, and purchased after the effective date of this document, as specified in rule 6A-3.003, F.A.C., must:

1. Meet or exceed the minimum requirements of these specifications;
2. Meet all applicable Federal Motor Vehicle Safety Standards (FMVSS); and
3. Meet or exceed the 2025 National School Transportation Specifications and Procedures (also referred to herein as the 2025 National Specifications), except when in conflict with the requirements herein. In such cases, the requirements specified in this document shall prevail.

The requirements specified herein are the **minimum** requirements for school buses in Florida. The date used to determine the applicability of these specifications is defined as the date the vendor receives the purchase order or signs a valid sales contract with the purchaser.

All school bus chassis and body manufacturers must certify to the Commissioner of Education, Florida Department of Education (department), by letter that all school buses offered for sale to or use by the public school systems, including charter schools, in Florida meet or exceed all standards, specifications and requirements specified herein.

Used school buses purchased or operated by a public school board or charter school in Florida must meet or exceed all federal and state requirements for public school buses that were in effect on the date the vehicle was manufactured.

Under the authority of s. 316.615, F.S., certain capacity school buses owned, operated, or leased by nonpublic schools in Florida are required to meet the specifications prescribed herein.

DEFINITIONS:

1. **School Bus (State Definition):** Section 1006.25, F.S., defines a "school bus" as "a motor vehicle regularly used for the transportation of prekindergarten disability program and kindergarten through grade 12 students of the public schools to and from school or to and from school activities, and is owned, operated, rented, contracted, or leased by any district school board..."
2. **School Bus (Federal Definition):** Title 49 CFR Part 571.3 defines "school bus" as "a bus that is sold or introduced in interstate commerce for purposes that include carrying students to and from school or related events."
3. **Multi-Function School Activity Bus (MFSAB):** The state definition of MFSAB is defined by Florida school bus specifications as a school bus constructed to FMVSS and Florida school bus specifications to be used for school-related activities. MFSABs may not be used to transport students to and from school.
4. **MFSAB (Federal Definition):** Title 49 CFR Part 571.3 defines MFSAB as a school bus NOT used to transport students to and from home or school bus stops.

SCHOOL BUS TYPES:

1. **Type A:** A school bus that is constructed using a cutaway front-section vehicle with a left side driver's door. This definition includes two classifications: Type A-1, with a Gross Vehicle Weight Rating (GVWR) of 14,500 pounds or less, and Type A-2, with a GVWR greater than 14,500 pounds and less than or equal to 21,500 pounds.
2. **Type C:** A school bus that is constructed using a chassis with a hood and front fender assembly. The entrance door is behind the front wheels. This type also includes the cutaway truck chassis or truck chassis with cab, with or without a left side door, and with a GVWR greater than 21,500 pounds. It is also known as a conventional school bus.
3. **Type D:** A school bus that is constructed using a stripped chassis. The entrance door is ahead of the front wheels. This type bus is also known as a rear engine or front engine transit-style school bus.

MFSAB:

This can be a Type A, C, or D school bus as described above, with the following exceptions:

- **Identification:** The bus body shall bear the words "**ACTIVITY BUS**" in a contrasting color at least 8 inches high in the area where "school bus" is normally positioned. Lettering and numbering shall conform to FMVSS and *Florida School Bus Specifications* and shall meet reflectivity standards. The numbering on this bus may be of a contrasting color. The name of the school system shall be displayed in at least 6-inch letters on both sides of the bus in the beltline area. School or team lettering no larger than 6 inches high and logos no larger than 12 inches high may be placed below the beltline. **NO additional SIGNS OR LOGOS** shall be applied to any area of the bus, including the bumpers and the windows.
- **Color:** The local school board must determine and approve the color of the activity bus. The color scheme may use any combination of up to **three** colors. This combination may be in addition to an optional white roof. The color National School Bus Yellow shall not be used as a part of the color scheme. The bus wheels shall **not** be painted black or yellow; however, they may be painted one of the three colors selected for the bus body or may be unpainted aluminum-finished polished wheels.
- **Seating:** Type 2 lap/shoulder seat belts are required for all seating positions, including the driver's seat.
- **Lighting and Warning Devices:** All activity buses shall meet state and federal standards for home-to-school bus lighting and warning device requirements, with the following exceptions:
 1. MFSABs shall not be equipped with alternately flashing amber and red student warning signal lamps used for loading and unloading students; and
 2. MFSABs shall not be equipped with stop arm signals or crossing control arms.

WARRANTIES AND PARTS AVAILABILITY FOR NEW VEHICLES:

All warranties listed herein must apply to all school buses manufactured after the effective date of these specifications and sold through the state school bus bid purchase program. Body and chassis manufacturers' warranty policies must allow revision of warranty start date for each vehicle to the actual in-service date by the school district. Appropriate forms to update chassis warranties must be included in the owner-operator's packet supplied with the chassis and must be conveyed along with the body warranty by the body builder to the district upon delivery of the completed unit. Above requirements must apply to the basic warranties, all component warranties and any extended warranties offered or required. There must be no hours-of-use limitation on any warranty required in these specifications or the associated state bid for school buses.

Manufacturers offering school bus chassis or bodies for sale in the state of Florida must make available replacement parts for said buses for a period of no less than 120 months.

The minimum labor rate for all warranty related repairs must be **\$75.00** per hour.

CHASSIS WARRANTIES:

1. The minimum chassis warranty shall be **12,000 miles or 12 months**.
2. The standard chassis warranty for Florida school bus bids shall be **100,000 miles or 60 months**.
3. Engines (including flywheel, flex plate, and harmonic balancer) on Types A, C, and D chassis must be included with both minimum chassis warranty and standard chassis warranty as described above.
4. Pricing requests will be added to the bid for the following extended engine warranty options:
 - a. Pricing for 60 months/150,000 miles;
 - b. Pricing for 60 months/200,000 miles; and
 - c. Pricing for 60 months/unlimited mileage.
5. Chassis frame rails, cross members, fuel tanks, front axle I-beams, and rear axle housings must be warranted for a period of 120 months, from the updated in-service date of the vehicle, 100 percent parts and labor.
6. Paint finish coats to chassis, hood, fenders, and cowl shall be warranted for 60 months/100,000 miles, 100 percent parts and labor, for adhesion, color retention, and gloss retention.
7. Color Retention: During the first 36 months from the in-service date, the color coat must not shift colors more than 4 ΔE from the centroid, as specified in School Bus Manufacturers Technical Council (SBMTC) publication, *SBMTC-008*. During the 60-month warranty period, the color coat must not shift color more than 8 ΔE from the centroid, as specified in *SBMTC-008*.

8. Gloss: During the first 36 months from the in-service date, the gloss reading must not fall below 60 at 60°. During the 60-month warranty period, the gloss reading must not drop below 30 at 60°.
 - a. All measurements must be the average of 12 readings taken at various points on the bus, but no reading must be more than three points under the stated minimum. All readings must be taken after the bus is thoroughly washed to remove road film and dust.

BODY WARRANTIES:

1. The minimum body warranty shall be 12 months.
2. The standard body warranty for Florida school bus bids shall be for 60 months/100,000 miles, 100 percent parts and labor and shall include, but not be limited to, the following items:
 - a. The total air conditioner system on any bus so equipped, including parts and labor and excluding air filters used in normal preventive maintenance. Chassis engine-driven air conditioner compressor applications must be approved in writing by the engine manufacturer, who must state that the installation will not void or reduce the engine manufacturer's warranty or extended service liabilities in any way.
 - b. All mirror assemblies and mounting bracketry must be warranted against rust and corrosion and any reduction in clarity of view due to discoloration or other deterioration of the lens.
 - c. All bus body electrical wiring and switches, including, but not limited to, damage resulting from wiring or connectors becoming abraded, pierced by fasteners, shorted or otherwise damaged during manufacture or use.
 - d. Paint finish coats to body, hood, and cowl for adhesion, color retention, and gloss retention. Acceptable lower limits during the warranty period are as follows:
 - i. Adhesion: During the 60-month warranty period, paint and priming compounds must not fail to adhere to the bus with normal use and care.
 - ii. Color Retention: During the first 36 months of service, the color coat must not shift colors more than 4 ΔE from the centroid, as specified in *SBMTC-008*. During the 60-month warranty period, the color coat must not shift color more than 8 ΔE from the centroid, as specified in *SBMTC-008*.
 - iii. Gloss: During the first 36 months of service, the gloss reading must not fall below 60 at 60°. During the 60-month warranty period, the gloss reading must not drop below 30 at 60°.
 - iv. All measurements must be the average of 12 readings taken at various points on the bus, but no reading must be more than three points under the stated minimum. All readings must be taken after the bus is thoroughly washed to remove road film and dust.
 - e. All emergency exit roof hatches, including defects in material and workmanship and against leakage.
 - f. All passenger seat back cushions and seat frames, excluding vandalism of any exposed foam.
 - g. All powered entrance doors and operating and control systems.
3. Power lift warranty minimums are listed below, and are **not included** with the standard body warranty.

POWER LIFT WARRANTY:

A statement of warranty must be provided with each lift assuring the quality of materials and workmanship of the product for at least 36 months from the updated in-service date of the vehicle. The minimum warranty must provide 100 percent parts coverage for 36 months and 100 percent labor coverage for 12 months.

MINIMUM WARRANTY OPTIONS:

Each manufacturer or dealer may include as part of its bid package credit option allowances for districts that wish to forego the aforementioned standard and extended warranty plans and purchase the minimum/base warranty option package.

TECHNOLOGY AND EQUIPMENT, NEW:

The intent of these specifications is to accommodate new technologies and equipment that will better facilitate student transportation. New technology and equipment are acceptable for use in all vehicles if:

1. Items do not compromise the effectiveness or integrity of any major safety system. (Examples of safety systems include, but are not limited to, compartmentalization, the eight-lamp warning system, emergency exits, and the approved color scheme.)

2. Items do not diminish the safety of the bus interior.
3. Items do not create additional risk to students who are boarding or exiting the bus or are in or near the school bus loading zone.
4. Items do not require undue additional activity and/or responsibility for the driver.
5. Items generally increase efficiency and/or safety of the bus, provide for a safer or more pleasant experience for the occupants and pedestrians in the vicinity of the bus, and/or assist the driver by making his or her tasks easier to perform.

CHANGES OR CLARIFICATION OF SPECIFICATIONS:

Florida School Bus Specifications may be amended pursuant to the provisions of rule 6A-3.003, F.A.C. With the concurrence of the Florida Association for Pupil Transportation (FAPT), the School Bus Specifications Committee, and in accordance with Florida purchasing laws and the bus bid contract, the School Transportation Management Section may, at its discretion, grant variances or exemptions and issue clarifications of these specifications, as necessary, to provide safe, efficient and cost-effective equipment to Florida school districts and charter schools and provide for advances in technology.

Questions regarding the *Florida School Bus Specifications* should be directed to Director, School Transportation Management Section, Florida Department of Education, 325 West Gaines Street, Suite 834, Tallahassee, Florida 32399-0400 or may be sent via email to SCHTRANS@fldoe.org.

SECTION I



TYPE A SCHOOL BUS MINIMUM CHASSIS SPECIFICATIONS

ALTERNATOR:

Type A buses shall have a minimum 130-amp alternator. Buses equipped with an electrically powered wheelchair lift and/or air conditioning shall be equipped with the highest rated capacity available from the chassis Original Equipment Manufacturer (OEM).

BATTERIES:

The storage battery, or batteries, shall have a minimum cold cranking capacity rating (cold cranking amps) equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit and a minimum reserve capacity rating of 120 minutes at 25 amps. Higher capacities may be required, depending upon optional equipment and local environmental conditions.

BRAKE, PARKING:

On Type A chassis, the manufacturer's standard parking brake is acceptable. On Type A chassis with hydraulic brakes, the parking brake control must be mounted for easy access by the driver. On air brake models, the control valve to set the parking brakes on the rear wheels must be dash-mounted.

BRAKES, SERVICE:

Hydraulic or air brakes are permissible.

BUMPER, FRONT:

Type A buses may be equipped with an OEM-supplied front bumper.

ENGINE EQUIPMENT:

1. A dry type air cleaner is required on all engines.
2. The engine must be equipped with full-flow, spin-on, or cartridge-type oil filter(s), with the filter header(s) mounted directly to engine.
3. An engine coolant recovery or deaeration system is required on all chassis. Type A diesel engines must include a means to visually check the coolant level without removing the deaeration tank cap or releasing pressure from the cooling system.
4. A warning system consisting of a light and a buzzer is required on diesel-powered Type A chassis to notify the driver of low engine oil pressure and/or coolant overheating.
5. A fuel filtration and water separator system is required on all Type A diesel engines and must remove contaminants from the fuel prior to entry into the engine. The system must have a clear sight bowl or be equipped with a water-in-fuel light to notify technicians of the presence of water, must provide a valve for draining trapped water from the system and must include an electric or manual priming pump.
6. An engine oil pressure gauge is required. It must provide accurate, easily discernible readings across the entire operating range, from hot idle to full oil pressure. The gauge on engines with idle oil pressure that under normal conditions is low must provide a clear distinction between no oil pressure and engine idle oil pressure. The gauge must be directly visible to the driver in the normal seated position and must not be mounted near the center of the dash where the service door control or its associated hardware could block visibility of the gauge.
7. Radiator and other engine coolant hoses supplied by the chassis manufacturer (not including heater hoses) must be constructed of silicone rubber or ethylene propylene diene monomer (EPDM) covering and aramid fiber reinforcement meeting or exceeding Society of American Engineers (SAE) standard J20R EC Class D-1. The silicone hose, if used, must include stainless steel shoe-type hose clamps or constant-torque clamps. Hoses must have markings, coloring, or other visible means of distinguishing them from the standard hoses.
8. Electric-powered configurations may be offered and are exempt from the base engine requirements listed above

ENGINE PERFORMANCE REQUIREMENTS FOR TYPE A BUSES:

Each bus must be furnished with a power train that meets or exceeds the following minimum criteria when tested at the gross vehicle weight rating (GVWR) required for a given bus capacity, and with all accessories (including air conditioner compressor(s), if equipped) on and operating:

1. Startability of 20 percent;
2. Gradeability of 5 percent at 25 miles per hour (MPH);
3. Gradeability of 1.5 percent at 50 MPH; and
4. ~~Top speed of 70 MPH.~~ Minimum top speed of 60 miles per hour.

Performance must be measured with the actual completed vehicle (i.e., with the body installed, unloaded except for the driver and one passenger). The vehicle must be in drive, with the engine at idle, the service brakes applied, the emergency brakes released, and all accessories on and operating. Measurement of acceleration time must begin at the moment the throttle is applied (the throttle is to be immediately and rapidly depressed to full throttle).

NOTE: The chassis manufacturer should use the heaviest chassis/body combination meeting these specifications for the specific bus size to determine required power train components. This test is an on-road test and will be performed using the heaviest available chassis/body, depending on body(ies) supplied. At the discretion of the department, unanticipated factors or variations in test conditions affecting performance test results that are beyond the control of the chassis manufacturer may be taken into account. A Pro Link, a diagnostic computer, or a speed wheel are also acceptable tools for this test.

Maximum acceleration time (from zero mph), under the conditions specified above, must be as follows (measured in seconds):

TEST METHOD	0-10 MPH	0-20 MPH	0-30 MPH	0-40 MPH	0-50 MPH
ACTUAL	3.4	6.2	12.0	20.0	32.2

Manufacturers may offer additional engine configurations and horsepower ratings that exceed these requirements as optional equipment.

EXHAUST SYSTEM:

The exhaust system on Type A buses must have a corrosion-resistant muffler and tailpipe. The tailpipe must exit to the left of left frame rail and behind the rear wheels. The chassis manufacturer must ensure that the exhaust design allows the exit location left of the left frame rail to be maintained after any modifications to frame length by the chassis or body manufacturer. Manufacturers must ensure that exhaust temperature exiting the tailpipe with the engine running during any normal loading or unloading activity will not produce first, second or third-degree burns on students or other individuals present. The bus must not automatically regenerate the diesel particulate filter while the bus is stationary.

FRAME SIDE MEMBERS:

Frame side members must be of one-piece construction between the front and rear spring hangers. Frame rails of Type A chassis must have a minimum tensile strength of 50,000 pounds per square inch (PSI).

FRONT AXLE WHEEL SEALS:

All Type A buses greater than 14,500 GVWR must have oil-lubricated front axles and seals.

FUEL TANK:

The fuel tank filler spout must be located in an easily serviceable location.

HEADLIGHTS:

Headlights must meet FMVSS and SAE standards. All buses must be equipped with Full-Time Lights (FTL) meeting the following requirements:

1. With the ignition switch off, the headlights will operate normally and the FTL system will not operate;
2. With the ignition switch on or in the "accessory" position, and with the engine not running, the FTL must not operate;
3. With the ignition switch on and the engine running with the headlight switch off, the FTL system must operate, providing low-beam headlights and tail, clearance, and identification (ID) lights;
4. In all cases, the headlight switch must override the FTL system when in the "on" position;
5. This system must include a buzzer that activates if the headlight system is on with the key switch in the "off" position.

IGNITION SYSTEM:

All buses of like chassis manufacturer must have one key, regardless of the type of key supplied to Florida purchasers.

INSULATION:

Type A chassis must include heat and noise insulation inside the bus covering the dash panel (fire wall) area to as great an extent as possible. Insulation must extend at least down to the point where the body floor connects to the fire wall, including the engine cover (doghouse), which may be insulated on the interior or exterior.

LINE-SET TICKET:

The manufacturer must include with delivery of the vehicle a line-set ticket to accurately reflect all chassis components, the Gross Axle Weight Rating (GAWR) of both front and rear axles, and the gross vehicle weight rating (GVWR).

PAINT AND FINISH:

School bus yellow paint must meet *SBMTC-008* for color and must have a finished gloss rating of at least 85 at 60°F and a distinctness of image rating of an average of at least 50, measured using the same method specified for gloss under **GENERAL INFORMATION AND WARRANTY PROVISIONS**. Paint must be applied for a total dry thickness of at least 1.8 mils over all painted surfaces. Trim, lettering and the bumper must be black, except that the bumper must be striped with reflective material in accordance with *National School Transportation Specifications and Procedures, Revised 2025*. Steel rims for all buses with hub-piloted wheels must be National School Bus Yellow and powder-coated by the rim manufacturer. Lug nuts must not be painted. All stud-piloted rims must be painted black.

STEERING:

A factory-installed tilt steering wheel/column is required.

TIRES AND RIMS:

The chassis must be equipped with radial tubeless tires and must have dual rear wheels. Type A buses greater than 14,500 GVWR must use hub-piloted disc or aluminum wheels. Tires and rims must conform to current standards of the Tire and Rim Association.

TRANSMISSION, AUTOMATIC:

An automatic transmission is required on all chassis. It shall be heavy-duty, with a minimum of four forward speeds, on all units. On Type A chassis, 30 capacity and larger, the transmission must be an Allison 1000 or 2000 or an approved equal. An external filter in the transmission oil cooler return line is required on Allison 1000 and 2000 equipped units. All Allison transmissions require OEM-approved synthetic transmission fluid and OEM filters.

Automatic transmissions incorporating a parking pawl must have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission. All non-park pawl

transmissions must incorporate a park brake interlock that requires the service brake to be applied to allow release of the parking brake.

Any requests for transmission substitutions must be approved in writing by the purchasing district and the department's School Transportation Management Section.

VOLTAGE CONTROL:

The voltage regulator must be solid state (transistorized) and readily accessible for service. A voltmeter with a graduated scale is required.

WARRANTIES:

See required warranties under **GENERAL INFORMATION AND WARRANTY PROVISIONS.**

WIRING HARNESS:

The wiring must be rated for 100 amps load and include complete wiring for the tail and stop lights. It must be designed with color coding for circuits. The fuse box door, if equipped, must have a positive latch.

TYPE A SCHOOL BUS OPTIONAL CHASSIS EQUIPMENT

AIR-SPRUNG REAR SUSPENSION SYSTEM:

There shall be an option for an air-ride or approved equivalent air-sprung rear suspension system, when available. Rear shock absorbers are also required with this option, as on standard suspension systems.

AUTOMATIC TRANSMISSION WARRANTY:

There shall be an option for extension of the transmission warranty to 5 years, unlimited mileage, 100 percent parts and labor. Also see GENERAL INFORMATION AND WARRANTY PROVISIONS.

COLLISION MITIGATION:

There shall be an option for passive and/or active electronic collision mitigation system(s), if available.

ELECTRIC SCHOOL BUS (ESB):

This specification is for new electric school buses only and does not allow for the modification of any existing school bus.

COMPLIANCE WITH FMVSS:

All electric systems shall be in full compliance with all applicable FMVSS and all Society of Automotive Engineers standards that are applicable at time of manufacture.

ADDITIONAL REQUIREMENTS:

CHARGING:

1. Charging connection point shall be outside the passenger compartment.
2. While charging, the transmission/propulsion system shall be rendered inoperative.
3. Shall have AC or DC charging capabilities with standard SAE J1772 CCS1 connector.
4. Shall be V2G (Vehicle to Grid) capable.

ELECTRIC POWER SOURCE (BATTERY):

1. Shall not be located in or accessible from the interior of the school bus.
2. Shall be designed to prevent the passenger compartment from becoming energized.
3. All batteries shall be designed to prevent any dangerous fluids or fumes from entering the passenger area.
4. There shall be a disconnect switch or device to shut-off the high voltage components at the power source in the event of a crash.
5. Battery packs shall be liquid cooled.
6. Battery and electrical drive component warranty shall be a minimum of 5 years/100,000 miles

HEATING:

Heaters shall be capable of heating the passenger and driver's compartments.

INSTRUMENT DISPLAY:

The instrument display panel must also contain an indicator showing the state of charge (power and/or range).

MARKINGS:

1. The outer layer of insulation or wiring conduit for drive system high-voltage wiring shall be industry standard orange color.
2. All high-voltage components shall be labeled with a "high voltage" marking/warning.

3. An electric vehicle identifying label shall be affixed on the right rear corner of the bus body. An additional label shall be applied to the right side of the bus rearward of the entrance door and to the left side of the bus aft of the driver's window.

POWER DISCONNECT:

1. A power disconnect device or switch shall be provided.
2. This disconnect device or switch shall be clearly marked.
3. If located inside a compartment, the compartment shall be clearly marked.
4. This device or switch shall not be in or accessible from the passenger area.
5. There shall be a label affixed near the battery disconnect switch to identify its location for first responders.

POWER REGENERATION:

When the unit is in motion and the driver removes his/her foot from the accelerator, power regeneration occurs.

PROPULSION SYSTEM /DRIVETRAIN

1. Shall be of sufficient power and torque to propel the vehicle fully loaded up to at least 60 mph and no more than 70 mph.
2. The propulsion system may be mounted using a drivetrain or positioned in a way to provide power to the wheels.
3. All propulsion systems must be contained below the floor line and cannot come into contact with the road surface.
4. Propulsion system warranties shall be a minimum 5 years/100,000 miles.

SEATING:

All seats shall be mounted to minimize contact with batteries and underside of the bus if seat replacement is necessary.

SOUND GENERATION:

All electric school buses shall comply with FMVSS 141 and produce a constant sound level for pedestrian alert while in motion under 20 mph.

LOW-PROFILE RADIAL TIRES:

There shall be an option for all-wheel-position, highway-ribbed, low-profile, tubeless radial tires of size, and load range meeting Tire and Rim Association Standards for the required GAWRs.

SPARE DISC WHEEL:

There shall be an option for a spare disc wheel, which must be same size and type as the original rims.

STABILITY CONTROL:

There shall be an option for electronic stability control meeting the minimum requirements of FMVSS No. 136, if available.

STRAIGHT FLOOR CHASSIS:

There shall be an option for Type A chassis to accept straight floor bodies (i.e., bodies with no wheel wells). This type chassis must have a combination of axles, suspension, tires, wheels, and axle stops that ensures that the maximum upward travel of the rear suspension in normal straight-ahead driving does not protrude above the top of the frame rails.

TOW HOOKS OR TOW EYES:

There must be two subcategories for this option: (1) two heavy-duty front tow hooks or tow eyes (each hook or eye must be installed by the chassis manufacturer in an approved manner to each frame rail); and (2) two heavy-duty rear tow hooks or tow eyes (each hook or eye must be installed by the chassis manufacturer in an approved manner to each frame rail).

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SECTION II

II-1

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TYPE C AND TYPE D SCHOOL BUS MINIMUM CHASSIS SPECIFICATIONS

ALTERNATOR:

Types C and D chassis with internal combustion engines shall be equipped with a heavy-duty alternator having a minimum output rating of 200 amps or higher, and should produce a minimum current output of 50 percent of the rating at engine idle speed.

Buses equipped with an electrically powered wheelchair lift and/or air conditioning shall have a minimum alternator output of 240 amps and may be equipped with a device that increases the engine idle speed when the voltage drops to, or below, a pre-set level.

BATTERIES:

The storage batteries shall have minimum cold cranking capacity rating (cold cranking amps) equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit and a minimum reserve capacity rating of 120 minutes at 25 amps. Higher capacities may be required, depending upon optional equipment and local environmental conditions.

BRAKE, PARKING:

On hydraulic brake models, a parking brake is required, with the control mounted for easy access by the driver. On air brake models, a dash-mounted control valve to spring-set the parking brake on the rear wheels is required.

BRAKES, SERVICE:

Hydraulic brakes are acceptable on 29-35 capacity Type C buses. Air brakes are required on all Type C buses larger than 41 capacity, and all Type D front and rear engine buses.

BUMPER, FRONT:

Types C and D buses must have a front bumper that is black, of full width channel type, and a minimum of 8 inches wide (vertically). The bumper must have sufficient structural and mounting strength to ensure that the front of the vehicle can be lifted by means of an air bumper-type jack, without permanent deformation of the bumper, brackets, or chassis frame rail(s).

ENGINE EQUIPMENT:

1. Electric-powered configurations may be offered and are exempt from the base engine requirements listed below.
2. Diesel engines must be available in at least one of the following two configurations:
 - a. Parent bore type block; in-line 6-cylinder design; minimum 6.4 liters displacement.
 - b. Wet sleeve type block; in-line 6-cylinder design; minimum 6.4 liters displacement.

NOTE: Additional engines of other configurations or displacements, including gasoline, propane and CNG (not in lieu of the above), meeting all other requirements listed herein may be offered, subject to approval by the department. ~~Electric powered configurations may be offered and are exempt from the engine requirements listed below.~~

3. A dry type air cleaner is required. An air filter restriction indicator is required on diesel engines. The restriction indicator must incorporate a system that does not allow unfiltered air into the engine if the indicator cracks or breaks.
4. The engine must be equipped with a full-flow, spin-on or cartridge-type oil filter(s), with the filter header(s) mounted directly to engine.
5. An engine coolant recovery or deaeration system is required on all chassis. Diesel engines must include a means for visually checking the coolant level without removing the deaeration tank cap or releasing pressure from the cooling system.

6. A warning system consisting of a light and a buzzer is required on gasoline, propane, CNG, and diesel-powered chassis to notify the driver of low engine oil pressure and/or coolant overheating.
7. A fuel filtration system with a water separator is required on diesel engines and must remove contaminants from the fuel prior to entry into the engine. The system must have a clear sight bowl or be equipped with a water-in-fuel light to notify technicians of the presence of water, must provide a valve for draining trapped water from the system, and must include an electric or a manual priming pump.
8. An engine oil pressure gauge and a coolant temperature gauge are required. The oil pressure gauge must provide accurate, easily discernible readings across the entire operating range, from hot idle to full oil pressure. Gauges on engines with idle oil pressure, which under normal conditions is low, must provide a clear distinction between no oil pressure and engine idle oil pressure. Gauges must be directly visible to the driver in the normal seated position and must not be mounted near the center of the dash where the service door control or associated hardware could block visibility of the gauges.
9. Radiator and other engine coolant hoses supplied by the chassis manufacturer (not including heater hoses) must be constructed of silicone rubber or ethylene propylene diene monomer (EPDM) covering and aramid fiber reinforcement meeting or exceeding SAEJ20R EC Class D-1. Silicone hose, if used, must include stainless steel shoe-type hose clamps or constant-torque clamps. Hoses must have markings, coloring or other visible means of distinguishing them from standard hoses.
10. Manufacturers must use the largest capacity oil pan available for each engine configuration in order to achieve the longest duration oil change interval.

ENGINE PERFORMANCE REQUIREMENTS:

Each bus must be furnished with a power train that meets or exceeds the following minimum criteria when tested at the GVWR required for a given bus capacity, and with all accessories (including air conditioning compressor(s), if equipped) on and operating:

1. Startability of 20 percent;
2. Gradeability of 5 percent at 25 miles per hour;
3. Gradeability of 1.5 percent at 50 miles per hour; and
4. Minimum top speed of 60 miles per hour.

NOTE: The chassis manufacturer should use the heaviest chassis/body combination meeting these specifications for the specific bus size to determine required power train components. This test is an on-road test and will be performed using the heaviest available chassis/body, depending on body or bodies supplied. At the discretion of the department, unanticipated factors or variations in test conditions affecting performance test results that are beyond the control of the chassis manufacturer may be taken into account. A Pro Link, a diagnostic computer or a speed wheel are also acceptable tools for this test.

Maximum acceleration time (from zero mph), must be as follows (measured in seconds): Performance must be measured with the actual completed vehicle (i.e., with body installed, unloaded except for the driver and one passenger). The vehicle must be in drive, with the engine at idle, the service brakes applied, the emergency brakes released, and all accessories on and operating. Measurement of acceleration time must begin at the moment the throttle is applied (the throttle is to be immediately and rapidly depressed to full throttle).

29-77 Capacity Types C and D:

TEST METHOD	0-10 MPH	0-20 MPH	0-30 MPH	0-40 MPH	0-50 MPH
ACTUAL	3.4	6.2	12.0	20.0	32.2

78-90 Capacity Type D:

TEST METHOD	0-10 MPH	0-20 MPH	0-30 MPH	0-40 MPH	0-50 MPH
ACTUAL	3.7	7.1	12.0	20.0	32.2

Manufacturers may offer additional engine configurations and horsepower ratings that exceed these requirements as optional equipment.

EXHAUST SYSTEM:

The exhaust system must have a corrosion-resistant muffler and tailpipe. The tailpipe must exit to the left of left frame rail and behind the rear wheels. Manufacturers must ensure that exhaust temperature exiting the tailpipe with the engine running during any normal loading or unloading activity will not produce first, second, or third-degree burns on students or other individuals present. The bus must not automatically regenerate the diesel particulate filter while the bus is stationary. Also see Section III, Electrical Equipment and Wiring.

FRAME SIDE MEMBERS:

Frame side members must be of one-piece construction between the front and rear spring hangers. Frame rails must have a minimum tensile strength of 50,000 pounds per square inch (PSI).

FRONT AXLE LUBRICATION:

All buses must have oil-lubricated front axle hubs, providing an externally visible means of checking the lubricant level.

HEADLIGHTS:

Headlights must meet FMVSS and SAE standards. All buses must be equipped with Full-Time Lights (FTL) meeting the following requirements:

1. With the ignition switch off, the headlights will operate normally and the FTL system will not operate.
2. With the ignition switch on or in the "accessory" position, and with the engine not running, the FTL must not operate.
3. With the ignition switch on and the engine running with the headlight switch off, the FTL system must operate, providing low-beam headlights and tail, clearance and identification (ID) lights.
4. In all cases, the headlight switch must override the FTL system when in the "on" position.
5. This system must include a buzzer that activates if the headlight system is on with the key switch in the "off" position.

HOOD:

Engine hood on Type C buses must not require more than 20 pounds of force to open or close.

IGNITION SYSTEM:

All ignition switches must be keyed alike. All buses of like chassis manufacturer and type must have one key.

Note: Local district policy may supersede this requirement.

INSULATION:

Type C chassis must include full width and height heat and noise insulation on the inside or outside of the bus covering the dash panel (firewall) area to as great an extent as possible and at least up to the top of the firewall and down to the point that the body floor connects to the firewall, including the engine cover (doghouse). Type D Front Engine buses must include complete heat and noise insulation of the doghouse area.

LINE-SET TICKET:

Manufacturer must include with delivery of vehicle a line-set ticket to accurately reflect all chassis components, GAWR of both front and rear axles, and GVWR.

PAINT AND FINISH, TYPES C and D CHASSIS:

School bus yellow paint must meet SBMTC-008 for color and must have a finished gloss rating of at least 85 at 60°F and a distinctness of image rating of an average of at least 50 measured using the same method specified for gloss under GENERAL INFORMATION AND WARRANTY PROVISIONS. Paint must be applied for a total dry thickness of at least 1.8 mils over all painted surfaces. Trim, lettering and bumper must be black, except that bumper must be striped with reflective material in accordance with [National School Transportation Specifications and](#)

Procedures, Revised 2025 and Procedures or these specifications. Steel rims must be powder-coated, National School Bus Yellow, by the wheel manufacturer. Lug nuts must not be painted.

NOTE: MFSAB is excluded from the school bus yellow color requirement of this section; however, all other paint rating requirements shall apply. See MFSAB requirements under **GENERAL INFORMATION AND WARRANTY PROVISIONS** beginning on page 1.

RADIATOR FILLER TUBE:

The radiator filler must be located for ease of service from the engine compartment on Type C and Type D rear engine buses. It must be located for ease of service from outside the bus on Type D front engine buses.

STABILITY CONTROL:

Electronic stability control meeting the minimum requirements of FMVSS No. 136 is required.

STEERING:

A tilt steering wheel/column is required.

TIRES AND RIMS:

Chassis must be equipped with radial tubeless tires mounted on aluminum or hub-piloted disc wheels. Tires and rims must conform to current standards of the Tire and Rim Association (see Chassis Specifications Charts for sizes). See PAINT AND FINISH for wheel color information.

TRANSMISSION, AUTOMATIC:

An automatic transmission is required on all chassis as specified:

1. Type C 29-47 capacity, Allison PTS 2100, 5-speed or Ford 6R140, 5-speed or approved equal.
2. Type C 65-78 capacity, Allison PTS 2500, 5-speed or Ford 6R140, 5-speed or approved equal.
3. Type D 71 capacity front engine, Allison PTS 2500, 5-speed or approved equal.
4. Type D 78-89 capacity front engine, Allison PTS 2500, 5-speed or approved equal.
5. Type D 72 capacity rear engine, Allison PTS 2500, 5-speed or approved equal.
6. Type D 78-89 capacity rear engine, Allison PTS 3000, 6-speed or approved equal.

All requests for transmission substitutions must be approved in writing by the purchasing district and by the department's School Transportation Management Section.

Allison PTS 2000 series transmissions must include an external spin-on type, vertically mounted transmission fluid filter. The shifter must be dash- or console-mounted and must be either a T-handle or push-button design.

Allison PTS 3000 series transmissions must have at least 5 speeds enabled for front engine Type D and 6x speeds for rear engine Type D.

All transmissions require synthetic or OEM approved equal transmission fluid and must use OEM filters.

Automatic transmissions incorporating a parking pawl must have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission. All non-park pawl transmissions must incorporate a park brake interlock that requires the service brake to be applied to allow release of the parking brake.

WIRING HARNESS:

All chassis electrical wiring must conform to current standards of the Society of Automotive Engineers, be coded by color, and be insulated and completely encased in convoluted loom or equivalent protective wrapping. In locations that prevent such looming, wires must be properly held in place by appropriate fasteners at intervals necessary to prevent possible damage to wire insulation. The fuse box door, if equipped, must have a positive latch. All chassis

electrical circuits must be fused per the requirements of FMVSS. Buses using multiplexed electrical systems may meet the intent of these specifications without the use of specified equipment, subject to approval by the department.

TYPE C CHASSIS:

Maximum Design (Passenger) Capacity	29LT	29	47	65	71	77
Front Axle Weight Rating (pounds)	5,000	6,000	7,000	9,000	10,000	10,000
Rear Axle Weight Rating (pounds)	10,000	13,000	15,000	19,000	19,000	20,000
Cowl to axle, minimum (inches)	123	123	162	229	250	250
Tires – minimum size, Load Range; tubeless-radial ply*	225R-19.5F	10R-22.5-F	11R-22.5-G	11R-22.5-G	11R-22.5-G	11R-22.5-G
Disc wheels – minimum rim width (inches)	6.75	7.5	8.25	8.25	8.25	8.25
Hub-piloted disc wheels for tubeless radial tires	6 stud, 5 hand hold	6 stud, 5 hand hold	10 stud, 2 hand hold	10 stud, 2 hand hold	10 stud, 2 hand hold	10 stud, 2 hand hold
Minimum size fuel tank (gallons)	30	30	60	60	60	60
Allison transmission series (# of forward gears) ** Must include park pawl.	PTS 1000 or 2200 (5)**	PTS 2100 (5)	PTS 2100 (5)	PTS 2500 (5)	PTS 2500 (5)	PTS 2500 (5)

TYPE D FORWARD CONTROL FRONT ENGINE:

Maximum Design (Passenger) Capacity	71	77	83	89
Front Axle Weight Rating (pounds)	10,800	12,000	12,000	12,000
Rear Axle Weight Rating (pounds)	17,000	19,000	21,000	23,000
Tires – minimum size, Load Range acceptable*	11R-22.5G	11R-22.5G	11R-22.5-G	11R-22.5-G
Hub-piloted disc wheels-10 stud, minimum rim width (inches)	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold
Minimum size fuel tank (gallons)	60	60	60	60
Allison transmission series (# of forward gears)	PTS 2500 (5)	PTS 3000 (5)	PTS 3000 (5)	PTS 3000 (5)

An automatic transmission is required on all chassis. See **TRANSMISSION, AUTOMATIC** for required specifications.

Maximum overall length of the bus must not exceed 45 feet, bumper to bumper.

*Low-profile tubeless radial tires of size and load range meeting Tire and Rim Association Standards for the required GAWRs may be approved in lieu of standard conventional tubeless radial tires.

TYPE D REAR ENGINE CHASSIS SPECIFICATIONS CHART:

Maximum Design (Passenger) Capacity	72	78	84	90
Front Axle Weight Rating (pounds)	11,000	12,000	12,000	12,000
Rear Axle Weight Rating (pounds)	19,000	21,000	23,000	23,000
Tires – minimum size, Load Range acceptable *	11R-22.5-G	11R-22.5-G	11R-22.5-G	11R-22.5-G
Hub-piloted disc wheels-10 stud, minimum rim width (inches)	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold
Minimum size fuel tank (gallons)	60	60	60	60
Allison transmission series (# of forward gears)	PTS 2500 (5)	PTS 3000 (6)	PTS 3000 (6)	PTS 3000 (6)

Maximum length of vehicle must not exceed 45 feet, bumper to bumper.

*Must meet Tire and Rim Association Standards. Low-profile tubeless radial tires of size and load range meeting Tire and Rim Association Standards for the required GAWRs may be approved in lieu of standard conventional tubeless radial tires.

TYPE C AND TYPE D SCHOOL BUS OPTIONAL CHASSIS EQUIPMENT SPECIFICATIONS

AIR-SPRUNG FRONT SUSPENSION SYSTEM:

There shall be an option for an air-ride or approved equivalent air-sprung front suspension system, when available. Front shock absorbers are also required with this option, as on standard suspension systems.

AIR-SPRUNG REAR SUSPENSION SYSTEM:

There shall be an option for an air-ride or approved equivalent air-sprung rear suspension system, when available. Rear shock absorbers are also required with this option, as on standard suspension systems.

ALTERNATOR, HIGHER OUTPUT:

There shall be an option for alternators having a minimum of 270 amps hot-rated output.

COLLISION MITIGATION:

There shall be an option for passive and/or active electronic collision mitigation system(s), if available.

ELECTRIC SCHOOL BUS (ESB):

This specification is for new electric school buses only and does not allow for the modification of any existing school bus.

COMPLIANCE WITH FMVSS:

All electric systems shall be in full compliance with all applicable FMVSS and all Society of Automotive Engineers standards that are applicable at time of manufacture.

ADDITIONAL REQUIREMENTS:

CHARGING:

1. Charging connection point shall be outside the passenger compartment.
2. While charging, the transmission/propulsion system shall be rendered inoperative.
3. Shall have AC or DC charging capabilities with standard SAE J1772 CCS1 connector.
4. Shall be V2G (Vehicle to Grid) capable.

ELECTRIC POWER SOURCE (BATTERY):

1. Shall not be located in or accessible from the interior of the school bus.
2. Shall be designed to prevent the passenger compartment from becoming energized.
3. All batteries shall be designed to prevent any dangerous fluids or fumes from entering the passenger area.
4. There shall be a disconnect switch or device to shut-off the high voltage components at the power source in the event of a crash.
5. Battery packs shall be liquid cooled.
6. Battery and electrical drive component warranty shall be a minimum of 5 years/100,000 miles

HEATING:

Heaters shall be capable of heating the passenger and driver's compartments.

INSTRUMENT DISPLAY:

The instrument display panel must also contain an indicator showing the state of charge (power and/or range).

MARKINGS:

1. The outer layer of insulation or wiring conduit for drive system high-voltage wiring shall be industry standard orange color.
2. All high-voltage components shall be labeled with a "high voltage" marking/warning.
3. An electric vehicle identifying label shall be affixed on the right rear corner of the bus body. An additional label shall be applied to the right side of the bus rearward of the entrance door and to the left side of the bus aft of the driver's window.

POWER DISCONNECT:

1. A power disconnect device or switch shall be provided.
2. This disconnect device or switch shall be clearly marked.
3. If located inside a compartment, the compartment shall be clearly marked.
4. This device or switch shall not be in or accessible from the passenger area.
5. There shall be a label affixed near the battery disconnect switch to identify its location for first responders.

POWER REGENERATION:

When the unit is in motion and the driver removes his/her foot from the accelerator, power regeneration occurs.

PROPULSION SYSTEM /DRIVETRAIN

1. Shall be of sufficient power and torque to propel the vehicle fully loaded up to at least 60 mph and no more than 70 mph.
2. The propulsion system may be mounted using a drivetrain or positioned in a way to provide power to the wheels.
3. All propulsion systems must be contained below the floor line and cannot come into contact with the road surface.
4. Propulsion system warranties shall be a minimum 5 years/100,000 miles.

SEATING:

All seats shall be mounted to minimize contact with batteries and underside of the bus if seat replacement is necessary.

SOUND GENERATION:

All electric school buses shall comply with FMVSS 141 and produce a constant sound level for pedestrian alert while in motion under 20 mph.

HIGH CAPACITY FUEL TANK:

There shall be an option for a fuel tank of higher capacity than the standard fuel tank, mounted on the right side or between the frame rails, when available.

LOW-PROFILE RADIAL TIRES:

There shall be an option for all-wheel-position, highway-ribbed, low-profile tubeless radial tires of size and load range meeting Tire and Rim Association Standards for the required GAWRs.

SPARE DISC WHEEL:

There shall be an option for a spare disc wheel, which must be same size, type, and color as the original rims.

TOW HOOKS OR TOW EYES:

There shall be an option for two heavy-duty tow hooks or tow eyes, installed by manufacturer on each frame rail at the front of the bus in an approved manner. The manufacturer may also offer rear-mounted tow hooks or tow eyes meeting these requirements.

STRAIGHT FLOOR CHASSIS:

There shall be an option for a chassis designed to accept straight floor bodies (i.e., bodies with no wheel wells). This type of chassis must have a combination of axles, suspension, tires, wheels, and axle stops that ensures that the maximum upward travel of the rear suspension in normal straight-ahead driving does not protrude above the top of the frame rails.

TIRES:

There shall be an option for alternate brand, size, and tread designs of tires when available. Optional tires must meet GAWR requirements and Tire and Rim Association Standards.

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SECTION III

MINIMUM SCHOOL BUS BODY SPECIFICATIONS

The specifications set forth in this section apply to Types A, C, and D school buses. Special exceptions for Type D bodies are listed at the end of this section. The completed school bus must meet all Federal Motor Vehicle Safety Standards, requirements of the State of Florida and requirements of the [National School Transportation Specifications and Procedures, Revised 2025](#) (state specifications supersede national specifications). References to bus capacity within these specifications are for Maximum Design Capacity, as defined below under **BODY DATA PLATE**.

BATTERY DISCONNECT SWITCH:

There must be a battery disconnect switch in the air conditioning (A/C) or battery compartment or within 3 feet of the battery box if no A/C box is available. This switch must be accessible and operable from the exterior of the bus. Electronic control modules may be connected to battery power per the manufacturer's discretion; however, any circuit that does not become an open circuit with the actuation of the battery disconnect switch must be fused appropriately at the power source and labeled so each circuit is easily identifiable.

BODY DATA PLATE:

A durable data plate must be mounted inside the body in a clearly visible location. The body data plate information must include a listing of the "Maximum Design Capacity" and the "Equipped Capacity" of the body. Maximum Design Capacity must be the maximum number of passengers the bus (body shell size) can carry, based on 12.8 inches minimum seat width per passenger, with the minimum knee room (seat spacing) permitted by FMVSS No. 222. Equipped Capacity must be the actual passenger capacity of the finished body, as equipped by the manufacturer, based on:

1. The number of total passengers the installed bench seats are designed to carry; and
2. The number of wheelchair positions installed (based on wheelchair space dimensions contained in Section IV of these specifications); and
3. An example of the format to be used for Equipped Capacity is "28 + 3 WC," meaning 28 standard passenger seats plus 3 wheelchair positions.

BODY FLUID CLEANUP KIT:

Each bus must be equipped with a disposable, sealed body fluid cleanup kit mounted by a method that will retain it under a load equivalent to 20 times the weight of the kit and must be removable without the use of tools. The kit must be accessible to the driver. The kit container must be sealed with a breakable, non-reusable seal, with the following items:

1. A U.S. Environmental Protection Agency (EPA) registered liquid germicide (tuberculocidal) disinfectant;
2. A fully disposable wiping cloth;
3. A water-resistant spatula;
4. Step-by-step directions;
5. Absorbent material with odor counteractant;
6. Two pairs of gloves (Nitrile);
7. One package towelettes; and
8. A discard bag (non-labeled paper bag with plastic liner and a twist tie). This bag must be approximately 4 x 6 x 14 inches and of a non-safety color (i.e., not red, orange, or yellow).

BUMPER, REAR:

The rear bumper must be of pressed steel channel at least 3/16 inch thick, 8 inches wide (vertically), and flanged 2 inches at the top and bottom, or otherwise designed to furnish equal flexural strength. It must be of wraparound design and securely fastened to each chassis rail and braced from each end of bumper to chassis rail with heavy braces. The bumper must have the structure and strength necessary to allow the unloaded vehicle to be lifted with a bumper jack without deformation or damage. The contour of the bumper must fit the contour of the body in a manner to prevent

hitching to or riding on the bumper. An appropriate seal must be applied between the bumper and the body panel, unless the gap between the bumper and the body panel is 1/8 inch or less.

DRIVER'S DOCUMENT COMPARTMENT:

On Types C and D buses, a pouch on the front side of the driver's side crash barrier with minimum dimensions of 17 x 12 x 4 inches is required. This pouch must be located to the left side of the barrier for Type B and C buses, and to the right side of the barrier for Type D buses, accessible to the driver from the seated position. It must be made of the same material as the covering on the barrier and have a lid or cover with a latching device such as Velcro™ or snaps.

DRIVER'S SEAT:

All school buses must have a driver's seat equipped with a one-piece high back designed to minimize the potential for head and neck injuries in rear impacts, provide minimum obstruction to the driver's view of passengers, and meet applicable requirements of FMVSS No. 222. The height of the seat back must be sufficient to provide the specified protection for up to the size of a 95th percentile adult male, as defined in FMVSS No. 208. The driver contact area of the cushion and seat back must be made of soil and wear-resistant cloth material, nylon, or an equivalent. The remainder of the seat may be of a different material. The seat must be centered behind the steering wheel, with the backrest a minimum distance of 11 inches behind the steering wheel. The seat must be securely mounted to ensure minimal flexing of the seat and the floor panel(s).

All school buses equipped with air brakes must also be equipped with an air suspension driver's seat meeting the following additional requirements:

1. The air control for the height adjustment must be within easy reach of the driver in the seated position.
2. The seat cushion must be a minimum of 19 1/2 inches wide, be fully contoured for maximum comfort, and have a minimum of two positions to allow adjustment of seat bottom angle.
3. The backrest must include adjustable lumbar support.
4. The seat must have a minimum of 7 inches fore and aft travel, adjustable with the driver in the seated position. This requirement applies to the seat mechanism.
5. The seat must have a minimum of 4 inches up and down travel.
6. The seat back must include adjustability of tilt angle.
7. All adjustments must be by fingertip controls not requiring the use of tools.
8. Air suspension seats must be dampened by dual shock absorbers that act independently.
9. The seat must comply with all applicable Federal Motor Vehicle Safety Standards.
10. All other buses must have a driver's seat equipped with a hydraulic and/or spring suspension base, and a minimum seat cushion width of 19 inches, and must meet the other requirements listed herein for air suspension seats.

The chassis manufacturer's standard driver's seat is acceptable for Type A buses. Also, see **GENERAL INFORMATION AND WARRANTY PROVISIONS.**

DRIVER'S SEAT BELT:

Buses must be equipped with a Type 2 lap belt/shoulder harness seat belt assembly for the driver. The design must incorporate a fixed female push-button latch on the right side at seat level, and a male locking bar tongue on the left, retracting side. The assembly must be equipped with a single, dual sensitive Emergency Locking Retractor (ELR) for the lap and shoulder belt. This system must be designed to minimize cinching down on suspension type seats. The lap portion of the belt must be anchored or guided at the seat frame by a metal loop or other means at the right side of the seat to prevent the driver from sliding sideways out of the seat. There must be a minimum of 7 inches of adjustment of the "D" loop of the driver's shoulder harness, designed to provide adequate adjustment for all sizes of drivers within the range of a 5th percentile female to a 95th percentile adult male, as defined in FMVSS No. 208. Shoulder belt tension must be no greater than is necessary to provide reliable retraction of the belt and removal of excess slack. The seat belt assembly and anchorage must meet applicable FMVSS. Seat belt material must be bright orange in color to provide maximum contrast with the driver's clothing.

NOTE: The driver's seat belt assembly for Type A buses must be the manufacturer's standard Type 2 driver seat belt, meeting applicable FMVSS for school buses of 10,000 pounds GVWR and less.

ELECTRICAL EQUIPMENT AND WIRING:

All wiring must conform to current SAE standards, be coded by color and be insulated. All joints must be soldered or joined by equally effective fasteners. All wires connected directly to the battery must have the end terminals protected with heat-shrink tubing. Body wiring and connectors, including any battery cables routed by the body manufacturer, must be routed so as to eliminate the possibility of wiring and connectors becoming abraded, pierced by fasteners, shorted, or otherwise damaged during manufacture and use. All chassis and body electrical wiring must be completely encased in convoluted loom or equivalent protective wrapping. In locations that prevent such looming, wires must be properly held in place by appropriate fasteners at intervals necessary to prevent possible damage to wire insulation. A complete body wiring diagram showing the location of wires and the code of circuits for buses meeting Florida Specifications must be installed in each body. Additionally, for all school bus body optional electronic components installed in the bus, the body manufacturer must provide each district with at least one comprehensive parts and repair manual. Buses using multiplexed electrical systems may meet the intent of these specifications without the use of specified equipment subject to approval by the department. All requirements listed herein for Light Emitting Diode (LED) type lights must be for the latest generation LEDs available at the time of manufacture. Electrical components specified below must be provided, and wiring must be in circuits, as follows:

ACCESS PANEL, ELECTRICAL:

All Type C and D buses must be equipped with an electrical access panel to provide access to body electrical components and circuits.

BACKUP LIGHTS; BACKUP ALARM and DECAL:

There must be two backup lights of 4 inches in diameter, or 12.5 square inches, on the rear of all bodies meeting the following requirements:

1. They must be sealed LED lights;
2. They must use a plug connector; and
3. They must be set into the bus body (flush-mounted).

The body manufacturer must provide a backup alarm on each bus to provide audible warning that the bus is in reverse gear. The alarm must meet the requirements of SAE J994 and have a variable volume feature that allows the alarm to vary from 87 dBA to 112 dBA sound level, staying at least 5 dBA above the ambient noise level.

All buses must have a decal in full view of the driver indicating that the bus is equipped with a backup alarm.

BRAKE/TAIL LAMPS, LARGE:

Buses must be equipped with two combination LED type brake/tail lamps of a minimum of 7 inches in diameter or 38 square inches, mounted as high and spaced as far apart laterally as practical, below the window line, but not less than 3 feet measured from the center of the lamps. Also, they must use a plug type connector meeting FMVSS and SAE standards.

BRAKE/TAIL LAMPS, SMALL:

Buses must be equipped with two combination brake/tail lamps of 4 inches in diameter or 12.5 square inches, meeting FMVSS. Light intensity must at least equal Class A turn signal units. These lights must be LED lights with smooth exterior lens surfaces. They must use a plug connector and be set into the bus body.

CIRCUIT BREAKERS:

All body electrical circuits must be fused per the requirements of FMVSS. The main body electrical circuit must be protected by a manually resettable circuit breaker or fusible link.

CLEARANCE AND IDENTIFICATION LIGHTS:

All clearance and identification lights must meet current SAE requirements and FMVSS and must:

1. Be sealed LED lights.
2. Be surface-mounted with Lexan™, polycarbonate, or other non-corrosive material guard to prevent breakage. Lights set into the body do not require guards.
3. Use a plug connector.
4. Be activated by the headlight circuit.

CONTROL PANEL LIGHTING:

The control panel or switches supplied by the body manufacturer must be illuminated and have a control for varying the illumination to the control panel or switches.

EMERGENCY EXIT BUZZER:**HEATER/DEFROSTER:**

There must be a heater mounted in the front of the bus. A supplemental heater may be installed in any bus. All heaters must provide heat throughout the bus body, provide defrosting for the windshield and entrance door, and have a minimum rating of 50K BTU. Defroster systems must meet the SAE Standard J381 performance requirement.

All heater hoses must meet or exceed SAEJ20R EC Class D-1 standards. If silicone hoses are used, shoe design hose clamps must be used. Heater lines on the interior of the bus must be fully shielded to prevent scalding of the driver or passengers in the event of a hose or connection failure. The modesty panels must not obstruct heat flow from the driver's area to the passenger area of the bus; this may be accomplished by ducting or other means that retains, to the extent practical, the required full width aluminized steel panel extending down to the floor. Also see **SEATING AND MODESTY PANELS**.

A 1/4 turn ballcock coolant flow regulating valve for the heater must be installed so that its control is accessible to the driver, but in such a location as to discourage tampering by students. This valve may be remotely located if a suitable remote control system is used. Also required are 1/4 turn ballcock coolant flow regulating shut-off valves, installed in the pressure and return lines as close to the engine as possible.

The windshield defroster and defogging system must provide defogging of the entire windshield, driver's side window and entrance door glasses by using hot air taken from the heater core. Bodies that do not have defrosters providing forced heated air by means of ducting across entire base of windshield must be equipped with an additional right-side mounted defroster fan that uses hot air from the heater. One electrical switch must be provided to simultaneously turn on or off any fan(s) providing hot air for defogging of the windshield, driver's side window, and entrance door glass.

NOTE: Type A buses must have a fresh air type heater and defroster system as installed by the chassis manufacturer.

INTERIOR LIGHTS:

There must be at least four recessed flush-mounted interior lights in the passenger compartment of the bus, operated by one switch mounted on the control panel. If more than six lights are used, then an additional switch may be added to control these lights. There must also be two recessed flush-mounted interior lights mounted in the driver's area of the bus (to the left and right of the centerline of the bus), operated by a separate switch mounted on the control panel. Lenses for all interior lights must be Lexan™ or other polycarbonate material. All interior lights must be LED lights.

LICENSE PLATE LAMP:

Must be LED and may be combined with one of the required combination brake/tail lamps.

MASTER SWITCH FOR BODY ELECTRICAL CIRCUITS AND OTHER SWITCHES:

All bodies must be equipped with an electrical circuit master switch that will turn body circuits ON and OFF by means of a solenoid (relay) controlled by the ignition switch. There must also be a manual noise abatement switch installed in the control panel, labeled and alternately colored, and wired into the activation circuit for the master body circuit solenoid. This must be an on/off switch that deactivates all body equipment that produces noise, including, at least, the AM/FM radio, heaters, air conditioners, fans, and defrosters. This switch must not deactivate safety systems such as windshield wipers or lighting systems. On Types C and D buses there must also be a switch mounted in a location inaccessible to the driver to manually start the diesel particulate filter regeneration process. This switch must be appropriately labeled.

POST-TRIP PASSENGER CHECK SYSTEM:

System Requirements:

1. The bus must be equipped with a system to require the driver to walk to the rearmost interior of the bus after each trip to deactivate the system via a push button and to ensure that no passengers are left on the bus. The system must interconnect with the entrance door (and the driver's door on Type A buses) and immediately activate if the door is opened when the system is armed.
2. The system must have an indicator light in view of the driver that is illuminated when the system is armed. The system must be armed any time the bus is in service transporting students. This may be accomplished through the use of any reasonable method, such as recording a speed above 20 MPH or exceeding 10 minutes of operation with the door closed. In all cases, the system must arm itself after 10 minutes of operation, and/or any time the red student warning lights are activated.
3. The system may not be disarmed until the vehicle ignition switch has been switched to the "off" position. The system must not be activated if the ignition switch is placed in the accessory position or if the bus is restarted.
4. The system must turn on the interior lights when the ignition switch is turned to the "off" position. The lights must remain on for 60 seconds after system deactivation.
5. The system must not have a bypass.
6. The system must sound the vehicle horn and flash the headlights if the driver fails to deactivate the system within 60 seconds of turning the ignition off. Type A buses may activate the red student warning lights in lieu of the headlights.
7. The system must be disarmed by the use of a push button switch placed on the left rear bulkhead or above the left rear passenger window for Types A, C, and D front engine (FE) buses. The push button must be placed above the left rear passenger window for Type D rear engine (RE) buses. This button must be clearly marked.

System Definitions:

1. Armed = The system is functioning and is ready to alarm.
2. Disarmed = The system is off and inactive.
3. Activated = The horn is blowing and the lights are flashing.
4. Deactivated = The disarm switch at the rear of the bus has been operated by the driver.

System Functionality:

1. The system must be fully automatic in function and must not provide for manual bypass or override capability under any circumstances.
2. From the bus sitting still with ignition key in the "off" position:
 - a. With the ignition key switched to the "accessory" position, the system remains disarmed.
 - b. With the ignition key switched to the "on" position (engine remaining off), the system remains disarmed.
 - c. With the ignition key switched to the "on" position (engine running) and the bus operated under 20 MPH, the system remains disarmed.
 - d. With the ignition key switched to the "on" position (engine running) and the bus operated over 20 MPH or for more than 10 minutes of continuous operation (or other reasonable operational trigger mechanism), the system is armed.
3. From bus having been operated over 10 minutes, no longer moving, with the entrance door (and driver's door, if equipped) closed, the ignition key in the "on" position (engine running) and the system armed:
 - a. With the ignition key switched to "off" position (engine off), the interior dome lights are immediately illuminated.
 - b. With the ignition key switched to the "off" position (engine off) and the ignition key switched back to the "on" position (engine off or restarted) within 60 seconds, the interior dome lights are extinguished and the system remains armed, but flashing lights and horn alarms are not activated.
 - c. With the ignition key switched to the "off" position (engine off), interior dome lights illuminated and entrance door (or driver's door, if equipped) opened, flashing light and horn alarms are activated.
 - d. With the ignition key switched to the "off" position (engine off), interior dome lights illuminated and the driver taking no action for 60 seconds, the flashing lights and horn alarms are activated.
 - e. With the ignition key switched to the "off" position (engine off), interior dome lights illuminated, and driver walking to the rear of the bus and disarming the system within 60 seconds, the system is disarmed and no flashing lights and horn alarms are activated.
4. Once the flashing lights and horn alarms are activated, they can be deactivated only by disarming the system at the rear of the bus.
5. The interior dome lights are extinguished 60 seconds after the system is disarmed.

STUDENT WARNING LIGHTS, STOP ARMS, STUDENT CROSSING ARM, AND SYSTEM CONTROLS AND OPERATION:**Student Warning Lights:**

Must be dual-mounted side by side on all corners of bus roof caps. Mounting must be as high as practical on the top and as near the outer edge of the bus as curvature permits. The lamps must be securely mounted. There must be a black background that is at least 1¼ inches wide. The lamps installed in the outboard locations must be red; the lamps installed in the inboard locations must be amber. The lamps must be clearly visible in bright sunlight for a minimum of 500 feet. Additionally, student warning lights must:

1. Have light assemblies of a flat back design. Cutouts in roof caps must be no larger than necessary to accommodate the student warning lights wires. A flush-mounted design is acceptable.
2. Use strobing LED bulbs.

3. Be 7 inches in diameter or 38 square inches minimum.

System Controls:

Must be equipped with the following driver-actuated controls:

1. Master switch – provides means for deactivating the entire system, as would be required when opening the door at a railroad grade crossing.
2. Control switch – three positions: OFF, AMBER, and RED. The switch may be a rocker, pull-type, or other switch providing three positions. This switch must be separated from the master switch by at least 1 inch and colored red.
3. Switch actuated by the service door.
4. Controls must provide for the combinations of switch positions and conditions of student warning lights, stop arm(s), stop arm lights, and audible alarm, as indicated on the chart below.

NOTE: The system must not be designed in such a way that the operator is required to actuate the controls in a particular sequence to achieve the desired combination of conditions. For example, if the driver places the three-position switch in the AMBER position, with the master switch ON, it must not be required that the three-position switch be moved to RED or that the service door be opened in order to deactivate the AMBER lights. In this example, the driver must be able to deactivate the AMBER lights by going directly from the AMBER to the OFF position.

With Master Switch, Control Switch, and Service Door in the Following Positions:				Condition of Stop Arm(s), Stop Arm Lights, AMBER and RED Student Warning Lights and Audible Alarm Must Be:				
	MASTER SWITCH POSITION (ON or OFF)	CONTROL SWITCH POSITION (three positions: OFF, AMBER or RED)	SERVICE DOOR POSITION		STOP ARMS, STOP ARM LIGHTS	AMBER STUDENT WARNING and PILOT LIGHTS	RED STUDENT WARNING and PILOT LIGHTS	AUDIBLE ALARM
1	ON	OFF	CLOSED	1	RETRACTED, OFF	OFF	OFF	OFF
2	ON	OFF	OPEN	2	RETRACTED, OFF	OFF	ON	ON
3	ON	AMBER	CLOSED	3	RETRACTED, OFF	ON	OFF	OFF
4	ON	AMBER	OPEN	4	RETRACTED, OFF	OFF	ON	ON
5	ON	RED	CLOSED	5	EXTENDED, ON	OFF	ON	OFF
6	ON	RED	OPEN	6	EXTENDED, ON	OFF	ON	OFF
7	OFF	ANY POSITION	ANY POSITION	7	RETRACTED, OFF	OFF	OFF	OFF

Student Crossing Arm:

Is required and must be:

1. Air-operated on all air brake-equipped buses.
2. Electrically operated on all hydraulic brake buses.
3. Mounted to the far right side of the front bumper and open to an angle perpendicular to the bus.
4. Designed so that all components and connections are weatherproofed.
5. Removable with hand tools for towing of the bus.
6. Designed to meet or exceed SAE Standard J1133.
7. Constructed of noncorrosive or nonferrous material or treated in accordance with the body sheet metal standard.
8. Designed so that it has no sharp edges or projections that could cause hazard or injury to students.
9. Designed and equipped with a four-point mounting to the front bumper.
10. Designed so that the arm extends approximately 72 inches from the front bumper when in the extended position. The arm must be constructed of a yellow polycarbonate material or noncorrosive tubing painted yellow. Approximate dimensions of the arm must be 65 x 3 x 1 inches.
11. Designed and installed to extend simultaneously with the stop arms by means of the stop arm control and retract within 8 seconds of deactivation.
12. Equipped with a magnetic device or other assembly attached to the bumper at the end of the arm to provide a positive latch for the arm when not in use; this device must also reduce the tendency of the arm to rattle and vibrate when not in use.

Stop Arm Signals:

For all 47 capacity and larger buses, there must be installed on the left outside of the body two approved octagonal stop-signal arms, each equipped with two double-faced alternately flashing LED strobe lights for signaling a student stop. All buses of less than 47 capacity must be equipped with one stop arm. Bodies to be mounted on chassis with hydraulic brakes must be equipped with electrically actuated stop arm(s). Air-powered stop arms must be provided as standard equipment on all buses equipped with air brakes. The rear stop arm location on buses equipped with dual stop arms must be the left side of the bus, as close as practical to the left rear corner of the body. The light lenses of all stop arms must be RED. Air lines must not be readily accessible to students inside or outside the bus and must be made of copper, steel or nonmetallic materials meeting SAE Standard J848D. Fittings must be brass. Stop signal arms must meet the applicable requirements of SAE J1133. For controls, see the requirements above under System Controls. Stop arms must retract within six seconds of deactivation. For color, see **LETTERING AND TRIM**.

STEP WELL LIGHT:

A step well light must illuminate the bus entrance and be adequately protected. The step well light must be activated automatically when the service door is opened and the clearance lights are on. The step well light must be LED. See **SERVICE DOOR** for further operational requirements.

STROBE LIGHT:

A required white flashing LED strobe lamp must be installed on the roof of a school bus at a location centered (laterally) and approximately 48 inches (longitudinally) from the rear edge of the rear roof cap. If the bus is equipped with a roof hatch or other roof-mounted equipment falling within the above-mentioned measurements, the strobe lamp may be located directly behind that equipment. The lamp shall have a single clear lens emitting light 360 degrees around its vertical axis, meeting the requirements of SAE J845. It may not extend above the roof more than the maximum legal vehicle height, as described in s. 316.515(2), F.S. A manual switch and a pilot lamp shall be included to indicate when the lamp is in operation.

TURN SIGNAL LAMPS:

Front turn signal lights must be amber LED lights (if available). Side turn signal lights must be amber LED lights on each side of the bus, mounted rearward of the service door on the right side and rearward of the front stop arm on the left side. All buses over 30 feet in length must have two amber LED turn signal lights mounted on each side of the bus. The rearmost side turn signals on buses over 30 feet long must be mounted at or rearward of the centerline of the rear axle. Rear turn signal lights must be plug-in LED lights that meet current SAE requirements and comply with FMVSS.

TWO-WAY RADIO:

Use of a two-way radio communications system approved by the school district is acceptable.

VIDEO CAMERA MONITORING SYSTEMS:

Districts may install video cameras in buses provided the installed system:

1. Is mounted securely in the bus;
2. Is outside the federal head impact zone (FMVSS No. 222);
3. Is located in an area not likely to cause student injury; and
4. Has no sharp edges or projections.

NOTE: This is the end of the **ELECTRICAL EQUIPMENT AND WIRING** section.

EMERGENCY EXITS:

1. The emergency door on all Types A, C, and front engine Type D buses must be located at the center of the rear of the bus and have a minimum horizontal opening of 24 inches and vertical opening of 48 inches.
2. The emergency door must be hinged on the right-hand side using hinge(s) with a brass or rust-resistant rod.
3. The outside control must consist of a nondetachable opening device designed to prevent "hitching to."
4. The emergency door must be equipped with a slide bar, cam-operated latching device having a minimum stroke of 1 inch.
5. The switch for the warning system must be enclosed in a metal case or durable case of other material, with rounded, protected edges. Wires leading from the switch must be concealed in the bus body. The switch must be installed so that the plunger contacts the farthest edge of the slide bar in such a manner that any movement of slide bar will immediately close the switch circuit and activate the buzzer.
6. The door latch must be equipped with an interior handle that extends approximately to the center of the emergency door. It must lift up to release.
7. There must also be attached to the door, in such a way that it is visible inside and outside the bus, labeling as follows: "This door is equipped with a hold-open device. To release, open the door to its fully opened position." This sticker must be red on a white background, and the lettering must be a minimum height of 1/2 inch.

Each non-lift bus must also be equipped with push-out type emergency exit side windows of similar design to the standard side windows, except for the following:

1. The emergency window assemblies must be hinged on the forward side.
2. No emergency window may be placed next to any child safety seat.
3. Emergency windows must be installed in the following quantity on non-lift buses:
 - a. 0 to 40 capacity 1 window per side
 - b. 41 to 72 capacity 2 windows per side
 - c. 73 to 90 capacity 3 windows per side

Buses 35 capacity and smaller must be equipped with one roof hatch emergency exit/ventilator. Buses over 35 capacity must be equipped with two roof hatch emergency exit/ventilators. Specifications for roof hatches must be as follows (also see **GENERAL INFORMATION AND WARRANTY PROVISIONS**):

1. Hinge(s) must be located on forward and rearward side of hatch.

2. The design must provide a "partially open" position along the full width of the hatch adequate to allow air to enter or exit and, thereby, ventilate the bus by opening either the front or rear of the hatch. The hatch must allow for partial opening on any of its four sides and on all four sides simultaneously.

Buses equipped with a lift are not required to be equipped with push-out emergency exit windows unless mandated by FMVSS No. 217. Lift buses may be equipped with push-out type emergency exit windows based on the capacity of a comparably sized non-lift bus.

EMERGENCY ROADSIDE REFLECTORS:

There must be three reflector warning devices, meeting the requirements of FMVSS No. 125, mounted in a location accessible to driver in the front section of the bus, and stored in a container. The container must be sealed with a breakable, non-reusable seal.

FIRE EXTINGUISHER:

A dry-chemical fire extinguisher with a gauge and designed to restrain tampering must be mounted in a place accessible to the driver, preferably near the service door.

The fire extinguisher must bear the label of Underwriters Laboratories, Inc., showing a rating of no less than 2A-10BC.

FIRST-AID KIT:

The bus must carry a Grade A, moisture- and dust-proof first-aid kit, mounted in such a manner that it can be easily detached and made portable, in an accessible place in the driver's compartment. The container must be sealed with a breakable, non-reusable seal, and the contents must be as follows:

1-inch bandage compress (e.g., Band-Aids)	two packages
40-inch triangular bandage with two safety pins	one package
4 x 4-inch sterile gauze pads	two packages of six each
2-inch Kerlix rolled bandage	one roll, 6 yards in length
1-inch roll adhesive tape	one roll, 2 1/2 yards in length
Eye dressing packet	two packages

FLOOR AND FLOOR COVERING:

1. The floor must be level from front to back and from side to side except for the wheel housings, the toe board and the driver's seat platform.
2. All sills must be permanently attached to the floor.
3. The driver's compartment plate on conventional bodies must be removable, installed level with the bus floor. All components requiring servicing must be readily accessible. Openings in the bus floor to meet this requirement must be reinforced to maintain the full strength of the unpunctured floor.

NOTE: Items 1-3 above do not apply to Type A Buses less than 14,500 GVWR. For Type A buses less than 14,500 GVWR, the floor must provide adequate and firm support for seat legs and must have a minimum 1/2 inch marine grade or pressure-treated plywood, securely mounted to the floor. Basic floor construction of Type A buses must be the manufacturer's standard, meeting applicable FMVSS.

4. The floor covering must be resistant to ultraviolet light, ozone and moisture and have a minimum tensile strength of 1,200 pounds per square inch (PSI) and a minimum elongation of 100 percent. Floor covering must be abrasion-resistant and slip-resistant and have a minimum coefficient of friction of 0.85 as measured under American Society for Testing and Materials (ASTM) D1894 or 0.65 as measured under ASTM D2047.
5. The floor covering from the top step landing area to the emergency door (or rear seat on Type D rear engine buses) must be ribbed aisle, non-skid and wear-resistant, fire-resistant elastomer. Elastomer floor covering must meet Federal Specification ZZ-M-71d.

6. The landing area at the top of the steps must be ribbed elastomer, which must extend to the ribbed aisle floor cover. The leading horizontal edge, or nosing, must be white or yellow ribbed elastomer or other contrasting color and must have an integral 90 degree turn-down with a square leading edge matching the step treads.
7. All joints or seams in the floor covering must be covered with non-ferrous metal, minimum 1 inch wide, and the driver's compartment, except at the cowl, must have a special, approved molding. Alternate materials may be used if they provide equivalent durability. The molding must be securely attached to prevent a tripping hazard.
8. Manufacturers may use seamless one-piece floor rubber with an integral ribbed aisle meeting the requirements in items 4 and 5. Aisle molding is not required when the bus is equipped with one-piece floor rubber.
9. All holes in the chassis firewall and around the transmission cover and engine housing must be adequately sealed.
10. A commercially available truck bed liner material meeting the requirements in items 4 and 5 may be substituted for the required flooring material.

FUEL FILLER OPENING:

An opening of adequate size and design must be provided over fuel filler. Also see **LETTERING AND TRIM.**

GRAB HANDLE AT ENTRANCE:

A suitable grab handle or rail must be provided at the front entrance, securely mounted inside of the body. Grab handles must be made of round stainless steel, minimum 1 inch outside diameter (OD). The grab handle and mounting must be designed to minimize the possibility of students' clothing or personal items becoming lodged or caught upon exiting the bus, in order to reduce the risk of injury or fatality to passengers from being dragged outside the bus.

INSULATION AND SEALING OF JOINTS:

The overlap of the edge of the exterior roof and side panels, and also the top edge of rub rails, must be sealed to prevent moisture, dust, and other contaminants from entering the joints and the bus.

LETTERING AND TRIM:

Trim on the three rub rails below the beltline and all lettering must be black (except for stop signs). Entrance door frames, pilaster panels and other trim panels may be painted black, if approved by the department. The letters of the words "SCHOOL BUS" on the top front and rear section of the bus body must be 8 inches high and correspond to the Series B, Standard Alphabet (see the [National School Transportation Specifications and Procedures, Revised 2025](#)). "(Name of District) DISTRICT SCHOOLS" on each side of the bus body at the beltline must be in 6-inch minimum letters. Private and charter schools may alternately affix the name of the school in the aforementioned format and location. Bus numbers must be a minimum of 6 inches in height and on each side and on the front bumper and rear of the bus body. "EMERGENCY DOOR" must be in 2-inch letters at the top or directly above the door, visible inside and outside of bus. Lettering to indicate the fuel type must be located on the body adjacent to the fuel filler opening using letters that are a minimum of 1 inch in height. The words "STOP WHEN RED LIGHTS FLASH" must be displayed on the back of all buses in 6-inch reflective black letters. If a school bus infraction detection system is installed and operational, it must have a graphic depiction of a camera with the words "Camera Enforced" Reference FS 316.173 Section 2a Also, see the lettering requirements for emergency exits, including roof hatches and push-out windows, under **EMERGENCY EXITS.**

The front stop signal arm (both sides of arm) and rear stop arm (rear side only) must have a red background with a reflectorized white border; the letters "STOP" must be in 6-inch white reflectorized letters. Both sides of the front stop arm and the rear side of the rear stop arm must have reflectorized red sheeting of high-intensity material. The front side of the rear stop arm must be painted red.

NOTE: Buses must include the lettering and trim specified above, and are limited to lettering, trim, symbols, markings, and coloration specified in the [National School Transportation Specifications and Procedures, Revised 2025](#).

LICENSE HOLDER:

A license holder must be included on the left rear outside of the body, with a suitable method for mounting the license tag.

LOCKUP DEVICES:

Any emergency door equipped with a locking device must have an ignition interlock that prevents starting the engine when the door is locked, meeting requirements of FMVSS No. 217. Emergency exit windows must not be operable (under normal conditions) from outside the bus and must not be equipped with any locking device.

MIRROR SYSTEM:

1. **Interior Mirror:** Must provide adequate viewing of the entire length and width of the interior of the bus and be at least 6 x 30 inches. The mirror must meet the following requirements:
 - a. Meet or exceed American National Standards Institutes (ANSI) Z97.1 requirements for safety glazing in mobile environments and be bonded to the mirror housing;
 - b. Include a heavy-duty, single-piece mounting bracket that ensures stability;
 - c. Housing must be low-gloss black;
 - d. Incorporate an adjustment to allow the driver to reposition the mirror without the use of tools; and
 - e. Have a soft gasket type frame that is bonded to the housing.

NOTE: Interior mirror on Type A buses must be a minimum of 50 square inches and meet the above requirements.

2. **Exterior Mirrors:**

Each school bus must be equipped with a system of exterior mirrors complying with FMVSS No. 111 and meeting the following requirements:

- a. **Cross/Side-View Mirror System:** This mirror system must incorporate the following features and requirements:
 - i. Only one mirror is to be installed at each front corner of the bus.
 - ii. Mirrors must not reflect excessive glare from the bus headlights or the sun into the driver's eyes. Mirrors must be a 1/4 sphere or shaded 1/2 sphere design.
 - iii. Stainless steel or non-corrosive fasteners must be used in the construction of the mirror assembly and to hold the brackets to the body.
 - iv. Mirror stabilizer brackets on all Type C composite hoods must use through-the-fender rubber or nylon mounts with stainless steel caps to reduce mirror vibration and erosion of the hood material.
 - v. All exterior mirror fasteners, mounts and bracketry must be of non-corrosive material.
- b. **Rear Vision Mirror System:** A rear vision mirror system must be provided that incorporates the following features and requirements:
 - i. The system must consist of one flat and one convex mirror lens per side. Each mirror set must be mounted on a breakaway arm with a positive detent or lock.
 - ii. Each of the four required mirrors in the rear vision mirror system must be electrically operated and remotely controlled from the driver's location.
 - iii. All exterior mirror fasteners, mounts and bracketry must be stainless steel. Stainless steel or non-corrosive fasteners must be used in the construction of the mirror assembly and to hold the brackets to the body.
- c. **Overall Exterior Mirror System:** (cross/side-view and rear vision mirrors) must be isolated from vibration and be compliant with FMVSS No. 111.

NOISE REDUCTION PACKAGE:

A noise reduction package is required and must include full insulation of the ceiling, walls, and front and rear of the bus, including body bows and engine compartment, plus minimum 1/2-inch marine grade or pressure-treated plywood

or equivalent composite material securely mounted to the floor. Insulation material must be fire-resistant and of a type that will not harbor dampness.

PAIN

All National School Bus Yellow paint must meet the National School Transportation Specifications and Procedures, Revised 2025 for color and have a finished gloss rating of at least 85 at 60°F and a distinctness of image (DOI) rating of an average of at least 50, measured using the same method specified for gloss under **GENERAL INFORMATION AND WARRANTY PROVISIONS**. Paint must be applied for a total dry thickness of at least 1.8 mils over all painted surfaces. School bus roofs must be painted white in color, and must meet the gloss and DOI ratings. White paint may extend to the leading and trailing edge of the roof caps, and may extend down to the drip rails. Trim, lettering and bumpers must be black except that bumpers must be striped in accordance with National School Transportation Specifications and Procedures, Revised 2015 or these specifications. Also see **GENERAL INFORMATION AND WARRANTY PROVISIONS** for warranty requirements, **LETTERING AND TRIM** and **REFLECTIVE MARKINGS**.

PANELING, INTERIOR:

Interior panel fastenings must minimize vibrations and rumble. A cove molding, which may be an extension of the body panels, must be installed covering the wall-to-floor joint beginning at the windshield post on the left side of the bus and extending along the walls around the corners to the service door on the right side. Molding must be securely fastened so that dirt will not readily work under it. The interior paneled area immediately below the window line must be aluminum-coated steel.

REFLECTIVE MARKING PACKAGE:

There must be installed a reflective marking package as specified in the National School Transportation Specifications and Procedures, Revised 2025. Striping must be installed longitudinally along the length of the body at the vertical location immediately below the seat level rub rails, but high enough so as to clear wheel wells, whenever possible. Short breaks in the striping at rivet locations are acceptable. Reflective markings are also required for all emergency exits, as specified in FMVSS No. 217.

RUB RAILS:

1. There must be a rub rail on each side of the bus approximately at seat level, which must extend from the entrance door post around the bus body (except for emergency door) to the point of curvature near the cowl on the left side.
2. There must be rub rails located approximately at the floor line and the bottom of the outer skirt, which must cover the same longitudinal area as the upper rub rail, except at wheel housings, but extend only to the right and left corners.
3. Rub rails must be applied outside of body panels. Pressed-in or snap-in rub rails do not satisfy this requirement.

SEATING, MODESTY PANELS (RESTRAINING BARRIERS), LAP BELTS, AND WEBBING CUTTERS:

1. Passenger seats must be mounted facing forward and provide a minimum of 12.8 inches of seat width per passenger seating position. The aisle must be 12 inches wide at a minimum. This plan of body seating must be used to determine seating capacity (see **BODY DATA PLATE**).
2. Seat spacing must meet the requirements of FMVSS No. 222. The first seat on each side of all Types A, C and D buses must be equipped with FMVSS No. 225-compliant child safety seat anchorage points. All 39-inch FMVSS No. 225-compliant passenger seats must be equipped with two sets of anchorage points per bench seat. All passenger seats compliant with FMVSS No. 225 with a seat width of less than 36 inches must be equipped with one set of anchorage points per bench seat.
3. All passenger seats compliant with FMVSS No. 225 must be spaced to provide the maximum knee room (seat spacing) permitted by FMVSS No. 222. The rest of the passenger seats must provide for a minimum of 24 inches of knee room.
4. Seat padding must be secured to the frame so that it will not snag. Screws and bolts used in seat back construction must not be exposed.

5. Restraining barriers and passenger seats, including the seat back and the entire bottom cushion (including underside), must be covered with blue vinyl-coated material. All passenger seat assemblies and barriers must meet the requirements of the [National School Transportation Specifications and Procedures, Revised 2015](#). Buses must have an FMVSS-compliant padded restraining barrier in front of the forward-most passenger seat on each side of the bus. Also see Section V for restraining barrier requirements for buses equipped with wheelchair lifts. Restraining barriers at the entrance side and the driver's side must have a full-width, aluminized steel panel below the padded section extending down to the floor, except as specified under heater/defroster specifications (see **ELECTRICAL EQUIPMENT AND WIRING**).
6. All Type A school buses sold through the State of Florida school bus bid must be equipped with Type II, three-point seat belts in all passenger seating positions. These belt systems must meet the requirements of [National School Transportation Specifications and Procedures, Revised 2025](#).
7. All Types C and D buses must be equipped with lap belts in all passenger seating positions, meeting the following requirements:
 - a. All belts and anchorages must comply with FMVSS Nos. 209 and 210.
 - b. Belts must be manufacturer's standard style lap belts. The nonadjustable buckle end of each belt must be the aisle-side connection point on each passenger seat.
 - c. Each two-part belt must be separately color coded to aid in proper connection.
 - d. Any belt system with parts that can be manually disassembled without the use of tools and any system that is subject to easy vandalism shall not be approved for use in Florida school buses.
 - e. Retractable seat belts are permissible at the purchaser's option. If this system is specified, the retractors must be emergency locking type, and the retractors must be mounted below the seat bight. Seat bight is defined as the area close to and including the intersection of the surfaces of the vehicle seat cushion and the seat back.
 - f. All federal requirements supersede any of these requirements.
 - g. School districts may install restraining systems that differ from these requirements as necessary to accommodate pre-school age children and children with special needs. Such systems must comply with FMVSS Nos. 209, 210, and 213, as applicable, and must be approved by the body manufacturer.
8. All buses must also be equipped with a durable webbing cutter having a full width handgrip and a protected, replaceable blade. The required belt cutter must be mounted in a location accessible to the driver in the seated position and be easily detachable.

SERVICE DOOR:

1. The service door must be a split or jackknife type located at the right front of the bus. Doors must be securely hinged with approved heavy-duty hinges with a brass or rust-resistant rod adequately fastened to the adjoined member. Doors must have a 1-1/2 inch minimum safety gap sealed with a safety flap of approved quality. The door must extend to the bottom step and be fitted with suitable weather strip to keep water from entering the step well.
2. An air-operated entrance door must be provided on all buses equipped with air brakes. This system must have a manually operated override to enable the driver to manually open the door in the event of loss of power. Air-powered entrance doors must operate in accordance with the following table:

Ignition Switch Position	Door Switch Position	Emergency Dump Switch Position	Door Position / Status	Step Well Light Condition
Off	Any	On	Neutral	Off
Off	Any	Off	Neutral	Off
On	Closed	Off	Closed/Active	Off
On	Opened	Off	Open/Active	On
On	Closed	On	Neutral	Off
On	Opened	On	Neutral	On

3. When the key switch is in the "off" position, the air door system must not create a battery draw. All air-powered door systems must provide a rebuildable air cylinder and operate reliably in all weather and temperature conditions. All air-powered door systems must include a method of manually adjusting the opening and closing speed and force of the doors.
4. Hydraulic brake buses must have an electrically controlled entrance door.

5. The service door must have a minimum horizontal opening of 24 inches and a minimum vertical opening of 68 inches. Immediately above the door opening there must be secured to the body panel a high-density foam rubber pad, a minimum of 3 inches in width, or an equivalent approved safety cushion.
6. Doors must be designed and weather strips mounted so that there is no binding or tendency for stripping to dislodge during door operation. One or two glassed-in openings must be provided in each door half with glass of same grade as specified for side windows and mounted in rubber. The bottom of the lower glass panel must not be more than 30 inches from the ground when the bus is unloaded. The top of the upper glass panel must not be more than 6 inches from the top of the door.

SIZES OF BODIES:

The height of Types C and D bus bodies, from the top of the finished floor to the underside of the ceiling, at the center of the body, must be a minimum of 76 inches.

STEP WELL:

A step well of at least three steps must be built in the right front assembly, enclosed with doors extending to the bottom step. Each step must be covered with abrasion-resistant "Pebble-Top" elastomer, the base of which must be at least 3/16 inches thick, with an overall thickness of 5/16 inch, bonded to a durable polymer base and otherwise constructed to provide substantial support, including the leading horizontal edge, which must be "Pebble-Top" type, and white or a color that contrasts with the step tread by at least 70 percent. The polymer backing must have an integral 90-degree turndown with a square leading edge for slip resistance. The lower (first) step height must be between 10 and 16 inches above the ground for all Types A, C, and D buses. Each step must be the full width of the step well at the point where the step is located. Half steps or partial steps are not acceptable.

NOTE: Two steps are acceptable on Type A buses.

STRUCTURAL DESIGN and TESTING:

1. All Types A, C, and D bodies must meet the requirements of FMVSS No. 221 and the requirements of the [National School Transportation Specifications and Procedures, Revised 2025](#) Side Intrusion Test.
2. Each manufacturer of Types A, C or D bodies must certify that representative configurations of its buses produced to meet these specifications comply with the testing and requirements of the Colorado Racking Load Test. See **Colorado Racking Load Test** in Appendix B.
3. Each manufacturer of Types A, C or D bodies must certify that representative configurations of its buses produced to meet these specifications comply with the testing and requirements of the Kentucky Pole Test. See **Kentucky Pole Test** in Appendix C.
4. All bus bodies must be constructed to be in square and level. There must be no more than 1 inch of difference from side to side at the front and rear of the bus body (not counting any chassis lean or twist). All bodies must be mounted such that all designed body contact points are in contact with the chassis frame. All bodies must be centered on the chassis within plus or minus 1/2 inch.

SUN SHIELD:

A dual sun shield system must be provided, consisting of two independently mounted sun shields. One must be mounted above the windshield and the other above the driver's window. Each visor must have a tinted Plexiglas sun shield, minimum 6 x 24 inches, and rounded bull-nosed perimeter edges.

NOTE: The manufacturer's standard sun visor is acceptable on Type A buses.

VANDAL BOX, SIDE MOUNTED

There must be installed on all Types C and D buses an equipment compartment on the ceiling above the driver's side window, measuring approximately 1,600 cubic inches. The compartment must have a door with a positive latch and a keyed-alike lock. No safety equipment shall be mounted inside this compartment.

WINDOWS:

1. All Types A, C, and D buses must have tinted glass that provides the maximum tinting allowed by federal and American National Standards Institute (ANSI) standards for the windshield, the driver's side window(s) and the service door glass. Tinted glass in all windows rear of the driver's compartment must have a light transmission of approximately 28 percent.
2. An adjustable split sash window with safety glass must be mounted in the side of the bus body between each framing post. Permanent marks showing the grade of glass must be visible.
3. Movable windows must be controlled by an approved lock having a finger-touch opener, providing for ease of operation and with no sharp projections. Window latches must be replaceable or rebuildable without disassembling the complete window frame or removing the window from the body. In addition, individual window latches or repair parts must be available and part numbers included in the required body parts catalog. Window seals and visors or drip molding must be installed and provide ample protection from leakage.
4. For ventilation, the driver's window must be adjustable and equipped with a positive latch that can be secured from the inside of bus.
5. The rear door must have two windows, one upper and one lower, installed in a waterproof manner.
6. Rear side windows located at each side of the emergency door must be installed in a waterproof manner. The glass area must be large enough to provide desirable vision to the rear and must be of the same quality and grade as side windows.

WINDSHIELD:

The front body section in the area of the windshield must provide for corner vision. Glass must be laminated safety polished plate with dark tint at top, installed in a waterproof manner and slanted to reduce glare. Glass must meet current SAE specifications and FMVSS. Light tint may be used in all Type D buses in lieu of dark tint at the top.

WINDSHIELD STEPS AND HANDLES:

A step and appropriate grab handle must be installed on each front corner of the body to facilitate cleaning the windshield. The handle must be stainless steel, chrome plated or non-ferrous metal, or may be made of non-metallic material of sufficient structural and mounting strength and resistant to weathering and deterioration, and must provide for secure mounting and adequate hand hold.

NOTE: Steps and handles are not required on Type A buses under 21,500 GVWR.

WINDSHIELD WIPERS AND WASHERS:

1. Electric windshield wipers must be standard on all buses. All wipers by design and installation must provide desirable vision for drivers. Blades and arms must be of sufficient length to clear the windshield glass in the driver's direct view. One switch must control both wipers, and the switch must be located within easy reach from driver's seat, preferably on the turn signal stalk. The system must incorporate a variable delay wipe feature to allow drivers to adjust the speed and frequency of the wipers. The wiper system must be designed to move the blades away from the driver's direct view when in the parked position.
2. Windshield washers must be electrically operated. The washer reservoir must be made of hard plastic or other approved material and have a capacity of at least 1/2 gallon. Flexible plastic bags are not acceptable.

NOTE: The manufacturer's standard windshield wipers are acceptable on Type A buses.

SCHOOL BUS BODY EXCEPTIONS

TYPE D FRONT ENGINE BODY EXCEPTIONS:

1. The distance between the restraining barrier at the rear of the entrance step well and the engine cover must be a minimum of 13 inches.
2. A step, in lieu of stirrup steps, is permitted in or on the front bumper on both sides.
3. The engine cover must provide an adequate seal to the bus floor area to keep engine fumes from entering the passenger compartment and must be insulated to retard transfer of heat and engine noise. The engine cover must be hinged and equipped with a prop rod or other device so that it can be held securely in the fully open position to allow access to the engine.

TYPE D REAR ENGINE BODY EXCEPTIONS:

1. The engine compartment must be constructed to permit servicing of the engine, having one or two doors opening at the rear and louvered, with removable panels on each side of engine compartment. The engine compartment must be sealed at top and front to retard heat transfer and prevent engine fumes from entering the passenger compartment. Provisions must be made for easy removal of the engine through the rear compartment.
2. Mud flaps must be installed at the rear of the dual wheels.
3. A step, in lieu of stirrup steps, is permitted in or on the front bumper on both sides.
4. There must be an engine access panel underneath the rear seat of all rear engine buses designed to provide access to the engine.

OPTIONAL BODY EQUIPMENT SPECIFICATIONS

AUTOMATIC VEHICLE LOCATION AND STUDENT TRACKING SYSTEM:

There shall be an approved option for a system that uses the Global Positioning System (GPS) to determine and wirelessly report the location of the bus in approximately real time. The system may also include an additional feature that will identify individual students as they board or disembark from the bus and report the locations and times.

AUXILIARY DRIVER FAN:

There shall be an approved option for a 6-inch or header-mounted squirrel cage fan to be installed and mounted to the left side of the windshield, when possible, in a location approved by the department.

BAGGAGE COMPARTMENTS:

There shall be an approved option for baggage compartments on all bodies when available. This body option must include a lock and be keyed alike with any other body option requiring use of a key.

BATTERY DISCONNECT SWITCH LABELING:

There shall be an approved option for a label to be placed on the exterior of the bus on the cover of the compartment housing the battery disconnect switch. The label background must be white with red 1-inch letters with the wording "MAIN BATTERY DISCONNECT."

BUS LOCKUP SYSTEM:

There shall be an approved option whereby a bus can be locked at the emergency door as well as the entrance door. An ignition interlock is required for the emergency door to prevent starting the bus if the emergency door or rear window (on RE units) is locked. This body option must be keyed alike with any other body option requiring use of a key.

CEILING PANELS:

There shall be an option for full-width perforated interior ceiling panels extending from the rear header panel forward to at least the front of the engine compartment.

DRIVER'S SEAT WITH INTEGRATED SEAT BELT:

There shall be an approved option for a driver's seat with a seat belt integrated into the seat back, meeting the requirements of DRIVER'S SEAT AND SEAT BELT in this section.

EXTERIOR LIGHT MONITOR:

A system of monitoring exterior lights on the front and rear of the bus from the driver's seated position is approved as an option. Such systems must include:

1. Student warning lamps, both RED and AMBER, front and rear;
2. Tail lamps;
3. Backup lamps;
4. Rear turn signal lamps; and
5. Stop lamps.

A system that monitors only electrical circuits and does not indicate whether the bulb is operational is not acceptable.

FUEL / DEF DOOR:

A lock with two keys may be installed in the fuel/DEF supply service doors of the body skirt. This body option must be keyed alike with any other body option requiring use of a key. Fuel/DEF Doors may be color-coded to reflect fuel type.

INFANT SEATING:

There shall be an approved option for passenger seating designed to safely transport newborns, infants or toddlers, meeting all applicable FMVSS. Such seats may include C.E. White Child Restraint Seats and other systems, as approved by the department.

INTERIOR OVERHEAD STORAGE COMPARTMENTS (MFSAB ONLY):

There shall be an approved option for interior overhead storage compartments that meet the following criteria:

1. Head protection requirements of FMVSS No. 222, School Bus Passenger Seating and Crash Protection, where applicable;
2. Be completely enclosed and equipped with latching door (both door and latch sufficient to withstand a pushing force of 50 pounds applied at the inside center of the door);
3. Have all corners and edges rounded, with a minimum radius of 1 inch, or be padded equivalent to door header padding;
4. Be attached to the bus sufficiently to withstand a force equal to 20 times the maximum rated capacity of the compartment; and
5. Have no protrusions greater than 1/4-inch.

The driver's area forward of the foremost padded barriers will permit the mounting of required safety equipment and vehicle operation equipment.

LETTERING:

Districts may add an **American flag decal** to the exterior of the bus. If used, it must be no more than 6 x 10 inches in size and located in front of the district name on the beltline of the bus. Also see United States Public Law 4 U.S.C. § 7. Districts may add one employee recruitment sign and/or "No Right Turn on Red" sign no larger than 6" x 12" on the back of the bus between the beltline and the rear bumper, provided it does not obstruct any other required signage or windows.

POWDER-COATED WINDOW FRAMES:

There shall be an approved option for electrostatically powder-coated black window frames on all types of buses to reduce friction and improve ease of operation of passenger side windows.

PUBLIC ADDRESS SYSTEM (P.A.), RADIO:

There shall be an approved option for a public address system/AM/FM stereo radio with four speakers inside the bus and one heavy-duty weatherproof P.A. speaker outside the bus. This option must have controls to permit the driver to select inside or outside speakers, and the radio must be mounted in the driver's compartment so that all controls are readily accessible to the driver from the normal seated position. Interior speakers must be flush-mounted. Outside speaker must be mounted under the hood or in another protected location at the front of the bus. An AM/FM stereo radio with four speakers may be offered separately. No internal speakers other than those used for the driver's communication system may be installed within 4 feet of the back of the driver's seat when the seat is in its rearmost upright position.

REAR HEATER:

There shall be an approved option for an additional heater mounted to provide heat in the rear of the body. This option must be installed under a passenger seat or otherwise be protected to eliminate damage to the unit and injury to the students.

RED LIGHT ABOVE EMERGENCY DOOR:

There shall be an approved option for a small red light to be mounted above the emergency door on the interior of the bus that is activated when the clearance lights are on.

THREE-POINT SEAT BELTS AND THREE-POINT SEAT BELT SEATS:

There shall be an approved option for three-point seat belts in two- and three-passenger seats, as approved by the department.

SECTION IV

POWER LIFT EQUIPPED SCHOOL BUS MINIMUM SPECIFICATIONS

INTRODUCTION AND GENERAL REQUIREMENTS FOR EXCEPTIONAL CHILD BUSES:

Exceptional child bus body structure and equipment must conform to the regular bus body specifications in Section III and meet the additional requirements of this section. All school buses equipped with wheelchair lifts must meet or exceed the requirements of FMVSS Nos. 403 and 404, the [National School Transportation Specifications and Procedures, Revised 2025](#), and all requirements listed herein, which prevail in the event of a conflict.

DEFINITION:

An exceptional child bus is any school bus that is designed, equipped and/or modified to accommodate students with special transportation needs requiring a power lift.

GENERAL REQUIREMENTS:

Exceptional child specially equipped school buses shall comply with the [National School Transportation Specifications and Procedures, Revised 2025](#) and with the FMVSS applicable to their GVWR category. Any school bus to be used for the transportation of children who use a wheelchair or other mobile positioning device, or who require life-support equipment that prohibits use of the regular service entrance, shall be equipped with a power lift.

AISLES:

All school buses equipped with a power lift shall provide a minimum 30-inch pathway leading from any wheelchair position to at least one 30-inch wide emergency exit door. A wheelchair securement position shall never be located directly in front of (blocking) a power lift door location.

GLAZING:

Tinted glazing may be installed in all doors, windows and windshields consistent with federal, state and local regulations.

IDENTIFICATION:

Exceptional child specially equipped school buses shall display the International Symbol of Accessibility below the window line pursuant to appendices A-1 and A-2. Such emblems shall be white on blue background, shall not exceed 12 inches square in size and shall be of a high-intensity retroreflective material.

OCCUPANT RESTRAINT SYSTEM:

If the upper torso belt anchorage is higher than 44 inches measured from the vehicle floor, an adjustment device, as part of the occupant restraint system, shall be supplied (See [FMVSS No. 222](#), S5.4.3 and S5.4.4.).

PASSENGER CAPACITY RATING:

In determining the capacity of a school bus for purposes other than actual passenger load (e.g., vehicle classification or various billing/reimbursement models), any location in a school bus intended for securement of a wheelchair during vehicle operation shall be regarded as four designated seating positions, and each lift area shall count as four designated seating positions.

POWER LIFTS:

1. The power lift shall be located on the right side of the bus body only.
2. Vehicle lifts and installations shall comply with the requirements set forth in:
 - a. [FMVSS No. 403](#), Platform Lift Systems for Motor Vehicles; and
 - b. [FMVSS No. 404](#), Platform Lift Installations in Motor Vehicles.
3. Design loads: The design load of the lift shall be at least 800 pounds. Working parts, such as cables, pulleys and shafts, which can be expected to wear, and upon which the lift depends for support of the load, shall have

a safety factor of at least 6, based on the ultimate strength of the material. Non-working parts, such as platform, frame and attachment hardware that would not be expected to wear, shall have a safety factor of at least 3, based on the ultimate strength of the material.

4. Lift capacity: The lifting mechanism and platform shall be capable of operating effectively with a wheelchair and occupant mass of at least 800 pounds.
5. Documentation: The following information shall be provided with each vehicle equipped with a lift:
6. A phone number where information can be obtained about installation, repair and parts. (Detailed written instructions and a parts list shall be available upon request.)
7. Detailed instructions regarding use of the lift shall be readily visible when the lift door is open, including a diagram showing the proper placement and positioning of wheelchair/mobility aids on the lift.
8. Training materials: The lift manufacturer shall make training materials available to ensure the proper use and maintenance of the lift. These may include instructional videos, classroom curriculum, system test results or other related materials.
9. Identification and certification: Each lift shall be permanently and legibly marked or shall incorporate a non-removable label or tag that states it conforms to all applicable requirements of the current National School Transportation Specifications and Procedures. In addition, and upon request of the original titled purchaser, the lift manufacturer or an authorized representative shall provide a notarized Certificate of Conformance, either original or photocopied, which states that the lift system meets all the applicable requirements of the current National School Transportation Specifications and Procedures.

REGULAR SERVICE ENTRANCE:

1. On power lift-equipped vehicles, steps shall be the full width of the step well, excluding the thickness of the doors in the open position.
2. In addition to the handrail required in section III, an additional handrail is required on all specially equipped school buses. This handrail shall be located on the opposite side of the entrance door from the handrail required in section III and shall meet the same requirements for handrails.

RESTRAINING BARRIERS WITH MODESTY PANELS:

1. There must be a padded restraining barrier with a modesty panel located immediately rearward of the lift if there are wheelchair spaces or regular seating located rearward of the lift and on the same side of the bus.
2. There must be a padded restraining barrier with a modesty panel meeting FMVSS spacing requirements located forward of all passenger seats that do not have another seat properly spaced in front of them.
3. There must be a padded restraining barrier or seat in front of any wheelchair position unless it is contiguous with and behind another wheelchair position.
4. The forwardmost restraining barrier on both sides of the bus must have a full width aluminized modesty panel extending to the floor. If the right front of the passenger area immediately behind the stepwell is not equipped with a restraining barrier due to placement of the wheelchair lift in that location, it must be equipped with a padded stanchion from floor to ceiling with an aluminized modesty panel.

RESTRAINING DEVICES:

1. On power lift-equipped school buses with a GVWR of 10,000 pounds or more, seat frames may be equipped with attachment points to which belt assemblies can be attached for use with child safety restraint systems (CSRSs) that comply with [FMVSS No. 213](#), Child Restraint Systems.
2. Any belt assembly anchorage shall comply with [FMVSS No. 210](#), Seat Belt Assembly Anchorages.
3. Alternatively, a child restraint anchorage system that complies with [FMVSS No. 225](#), Child Restraint Anchorage Systems, may be installed.
4. Seat belt assemblies shall conform to [FMVSS No. 209](#), Seat Belt Assemblies.
5. Child safety restraint systems, which are used to facilitate the transportation of children who in other modes of transportation would be required to use a child, infant or booster seat, shall conform to [FMVSS No. 213](#).

SEATING ARRANGEMENTS:

1. Flexibility in seat spacing to accommodate special devices shall be permitted to meet passenger requirements.

2. All seating shall meet the requirements of FMVSS No. 222, School Bus Passenger Seating and Crash Protection.

SECUREMENT AND RESTRAINT SYSTEM FOR WHEELCHAIRS AND WHEELCHAIR-SEATED OCCUPANTS:

1. For purposes of understanding the various aspects and components of this section, the terms "securement," "tie down," "securement system," and "tie down system" are used exclusively in reference to the devices that anchor the wheelchair to the vehicle.
2. The terms "restraint" and "restraint system" are used exclusively in reference to the equipment that is intended to limit the movement of the wheelchair occupant in a crash or sudden maneuver.
3. The term "wheelchair tie down and occupant restraint system (WTORS)" is used to refer to the total system that secures the wheelchair and restrains the wheelchair occupant.

SPECIAL LIGHT:

Doorways in which lifts are installed shall be equipped with an LED light that provides a minimum of 20 lumens of illumination on the floor of the bus immediately adjacent to the lift during lift operation.

SPECIAL SERVICE ENTRANCE:

1. Power lift-equipped bodies shall have a special service entrance to accommodate the power lift.
2. The special service entrance and door shall be located on the right side of the bus and shall be designed so as not to obstruct the regular service entrance.
3. The opening may extend below the floor through the bottom of the body skirt.
4. If such an opening is used, reinforcements shall be installed at the front and rear of the floor opening to support the floor and give the same strength as other floor openings. A drip molding shall be installed above the special service entrance to effectively divert water from the entrance.
5. Door posts and headers at the special service entrance shall be reinforced sufficiently to provide support and strength equivalent to the areas of the side of the bus not used for the special service entrance.

SPECIAL SERVICE ENTRANCE DOORS:

1. A single door or double doors may be used for the special service entrance.
2. A single door shall be hinged to the forward side of the entrance unless this would obstruct the regular service entrance. If the door is hinged to the rearward side of the doorway, the door shall use a safety mechanism that will prevent it from swinging open should the primary door latch fail. If double doors are used, the system shall be designed to prevent the door(s) from being blown open by the aerodynamic forces created by the forward motion of the bus, and/or shall incorporate a safety mechanism to provide secondary protection should the primary latching mechanism(s) fail.
3. All doors shall have positive fastening devices to hold them in the "open" position when the special service entrance is in use.
4. All doors shall be weather-sealed.
5. When manually operated dual doors are provided, the rear door shall have at least a one-point fastening device to the header. The forward-mounted door shall have at least three one-point fastening devices—to the header, to the floor line of the body, and into the rear door. The door and hinge mechanism shall have strength that is greater than, or equivalent to, the strength of the emergency exit door.
6. Door materials, panels and structural components shall have strength equivalent to the conventional service and emergency doors. Color, rub rail extensions, lettering and other exterior features shall match adjacent sections of the body.
7. Each door shall have windows set in a waterproof manner that are visually similar in size and location to adjacent non-door windows. Glazing shall be of the same type and tinting (if applicable) as standard fixed glass in other body locations.
8. Door(s) shall be equipped with a device that will actuate an audible or visible signal located in the driver's compartment when the door(s) is not securely closed and the ignition is in the "on" position.
9. A switch shall be installed so that the lift mechanism will not operate when the lift platform door(s) is closed.

10. Special service entrance doors shall be equipped with padding at the top edge of the door opening. The padding shall be at least 3-inches wide and 1-inch thick and shall extend the full width of the door opening.
11. Power lift LED landing light is required on the exterior of the bus to provide illumination for lift operation.

SUPPORT EQUIPMENT AND ACCESSORIES:

1. In addition to the webbing cutter required in section III, each power-lift-equipped bus that is set up to accommodate wheelchairs with webbing attached shall contain an additional webbing cutter properly secured in a location to be determined by the purchaser. The webbing cutter shall meet the requirements listed in section III.
2. Special equipment or supplies that are used in the bus for mobility assistance, health support or safety shall meet local, federal and engineering standards that may apply, including requirements for proper identification. Equipment that may be used for these purposes includes, but is not limited to:
 - a. Wheelchairs and other mobile seating devices. (See subsection on Securement and Restraint System for Wheelchairs and Wheelchair-seated Occupants.)
 - b. Crutches, walkers, canes and other ambulating devices to assist ambulation.
 - c. Medical support equipment. This may include respiratory devices, such as oxygen bottles (which should be no larger than 38 cubic feet for compressed gas) or ventilators. Tanks and valves should be located and positioned to protect them from direct sunlight, bus heater vents or other heat sources. Other equipment may include intravenous and fluid drainage apparatus.
3. Each exceptional child bus that is set up to accommodate wheelchairs or other assistive restraint devices shall be equipped with an emergency evacuation device that is certified and tested to withstand at least a 300-pound load when used as an emergency stretcher or drag. This evacuation device shall be properly secured to the bus in a location to be determined by the purchaser.
4. If transporting oxygen, refer to AMD Standard 003 available online at <http://www.safeambulances.org/wp-content/uploads/2018/04/2014-AMD-Standards-001-027.pdf> for oxygen tank retention requirements.

WHEELCHAIR TIE DOWNS OCCUPANT RESTRAINT SYSTEMS (WTORS)

GENERAL REQUIREMENTS:

1. A WTORS installed in specially equipped school buses shall be designed, installed and operated for use with forward-facing wheelchair-seated passengers and shall comply with all applicable requirements of [FMVSS No. 222](#), School Bus Passenger Seating and Crash Protection, and [SAE J2249](#), WTORS for Use in Motor Vehicles.
2. The WTORS, including the anchorage track, floor plates, pockets, or other anchorages, shall be provided by the same manufacturer or shall be certified to be compatible by manufacturers of all equipment/systems used.
3. Wheelchair securement positions shall be located such that wheelchairs and their occupants do not block access to the lift door.
4. A device for storage of the WTORS shall be provided. When the system is not in use, the storage device shall allow for clean storage of the system, keep the system securely contained within the passenger compartment, provide reasonable protection from vandalism and enable the system to be readily accessed for use.
5. The WTORS, including the storage device, shall meet the flammability standards established in [FMVSS No. 302](#), Flammability of Interior Materials.
6. The following information shall be provided with each vehicle equipped with a securement and restraint system:
 - a. A phone number where information can be obtained about installation, repair and parts. (Detailed written instructions and a parts list shall be available upon request.)
 - b. Detailed instructions regarding use, including a diagram showing the proper placement of the wheelchair/mobility aids and positioning of securement devices and occupant restraints, including correct belt angles.
7. The WTORS manufacturer shall make training materials available to ensure the proper use and maintenance of the WTORS. These may include instructional videos, classroom curriculum, system test results or other related materials.

WHEELCHAIR SECUREMENT/TIE DOWN:

1. Each wheelchair position in an exceptional child bus shall have a minimum clear floor area of 30 inches laterally by 48 inches longitudinally pursuant to [FMVSS No. 222](#), S5.4.1 and S5.4.2.
2. Additional floor area may be required for some wheelchairs. Consultation between the user and the manufacturer is recommended to ensure that adequate area is provided.

POWER LIFT EQUIPPED SCHOOL BUS OPTIONAL EQUIPMENT SPECIFICATIONS

STRAIGHT FLOOR / FLAT FLOOR:

1. There shall be an approved option on any size bus, when available, for an unobstructed straight floor design (i.e., no wheel wells and no step-up at the rear of the driver's compartment). Minimum headroom of Types C and D buses equipped with this option must remain 76 inches as per standard body specifications.
2. There shall be an approved option on any size bus, when available, for an unobstructed flat floor design in the passenger compartment. If this option uses a raised floor that is stepped up behind the driver's area, the forward edge of the aisle must have a white stripe labeled "Step Up" as viewed upon entering the aisle, and a "Step Down" label must be visible upon exiting the aisle.
3. Minimum headroom of Types C and D buses equipped with this option must remain 76 inches as per standard body specifications.
4. The bus must be equipped with 39-inch seats except for locations where lift bus specifications require a 30-inch aisle.

TRACK SEATING:

1. There shall be an approved option for a track-mounted seating system using button track (L track) and a wheelchair securement system meeting Florida specifications that mounts into the track-seating track.
2. The overhead track for the shoulder harness attachment must be present at every possible wheelchair position.
3. The bus must be equipped with 39-inch seats, except when lift bus specifications require a 30-inch aisle.
4. All floor tracking must be anodized aluminum or other material of equal strength that will resist corrosion in Florida's environment.
5. This option must include additional options, as follows:
 - a. Purchase of individual track seating seats;
 - b. Delete a seat, add a wheelchair position with wheelchair tie-downs; and
 - c. Delete a wheelchair position (tie-downs) and add a standard seat.

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SECTION V

AIR CONDITIONER SPECIFICATIONS

PERFORMANCE SPECIFICATIONS:

The installed air conditioner system must meet the high performance standards described in [National School Transportation Specifications and Procedures, Revised 2025](#). Performance test reports shall be made available upon request by the purchasing district or the department.

SYSTEM REQUIREMENTS FOR ALL BUSES:

Evaporators and Ducting:

1. Air intake for any evaporator assembly(ies), except for the front evaporator of Type A buses, must be equipped with replaceable air filter(s) accessible without disassembly of evaporator case.
2. No portion of the air conditioner system may block the driver's view through any window, except that vertical covering in the rear corners of the bus interior for hoses and/or wiring may intrude on the rear quarter window by no more than 2 inches.

Controls, Wiring, Hoses, and Miscellaneous Hardware:

All system operating controls, including on-off switches, blower switches and thermostat controls, must be accessible to the driver in a seated position.

Body:

Any A/C control boards mounted inside or outside the bus must be easily accessible.

Warranty and Serviceability:

Warranty - Air conditioner compressor applications must be approved in writing by the chassis engine manufacturer and state that the installation will not void or reduce the engine manufacturer's warranty or extended service coverage liabilities in any way. Also see **GENERAL INFORMATION AND WARRANTY PROVISIONS**.

Serviceability:

All components requiring periodic servicing must be readily accessible for servicing including, but not limited to:

1. Refrigerant service ports;
2. Sight glasses, which must be directly visible;
3. Any manually resettable circuit breakers;
4. Evaporator air filters – removable and serviceable; and
5. All major component serial numbers must be readily visible.

Parts and Service Manuals:

A comprehensive operator's, maintenance and parts manual(s) must be provided for the entire system, or available via Internet access from the manufacturer's website for each A/C system purchased. Parts manuals must be designed so that all replaceable parts are illustrated by line drawings and numbered on the illustration, with a part description on a separate list under the corresponding part number. Part descriptions should be annotated appropriately with the part number, a proper description (part name) and the quantity required for the application.

listed in the drawings. The service manual or manufacturer's website must also include an overall A/C system diagram with component plumbing, locations and identities indicated for diagnostic purposes.

Parts and Tools Availability:

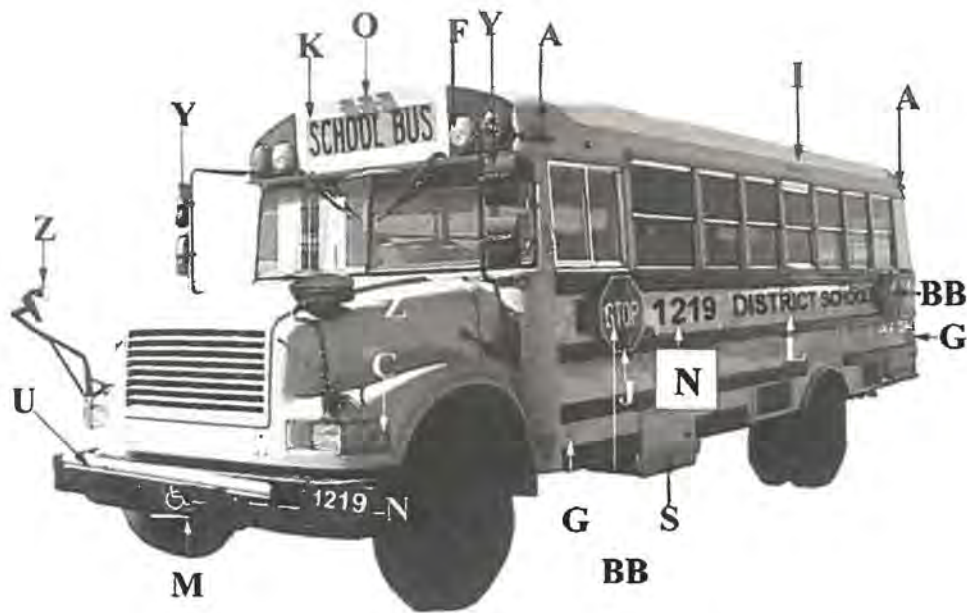
1. All system parts and required special service tools must be readily available, and a list of suppliers must be provided to each school district shop purchasing that brand of air conditioner.
2. Suspension Capacity and Ground Clearance - Ground clearance at the lowest point of the air-conditioning system must be no less than the ground clearance of the bus at the step well.
3. Air conditioner system manufacturers must provide information and data, as needed, to assist in establishing chassis engine performance requirements and in determining chassis electrical components or specifications that may be needed to accommodate the additional electrical demands imposed by the air-conditioning system.

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APPENDIX A

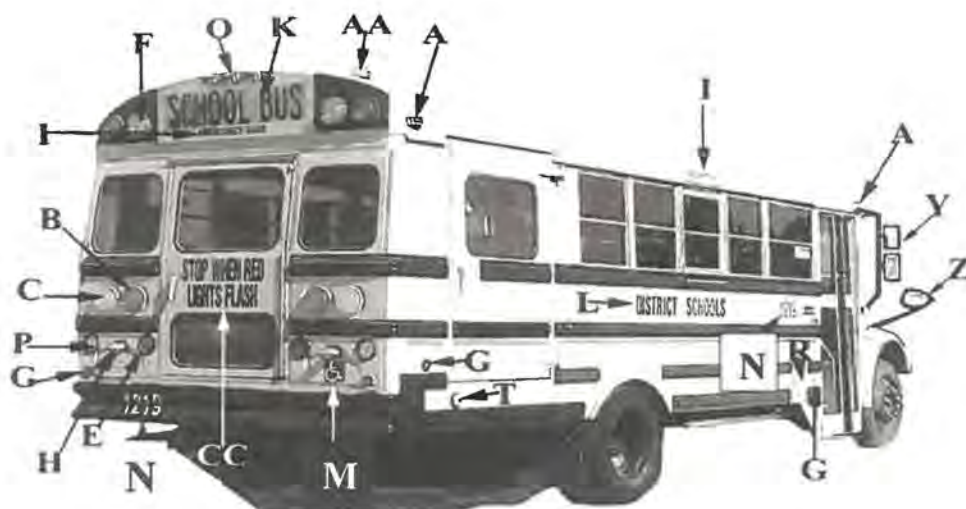
**MINIMUM LETTERING
AND LIGHTING
REQUIREMENTS**





MINIMUM LETTERING AND LIGHTING REQUIREMENTS:

A	LED Clearance Lights	L	(Name of District) District Schools, Each Side, Belt Line, 6-inch lettering
BB	Octagonal Stop Arm	M	Universal Handicapped Symbol, Wheelchair Lift Equipped Bus symbol can be placed anywhere on the front bumper, the size must be 6 by 6 inches minimum.
C	LED Front Turn Signals, (amber lenses)	N	Bus Numbers, 6-inch lettering
F	LED Pupil Warning Lights, Side by Side Amber and Red, Flat Back Design	O	LED Identification Lamps
G	Reflectors	S	Battery Disconnect Switch Decal (optional)
I	Emergency Exit, 2-inch lettering	U	Pupil Crossing Arm
J	Double-Faced Flashing Red LED Lights	Y	Rear View Mirror System
K	SCHOOL BUS, Front and Rear, 8-inch lettering on retro-reflective yellow background	Z	Cross/Side View Mirror System



MINIMUM LETTERING AND LIGHTING REQUIREMENTS:

A	LED Clearance Lights	N	Bus Numbers, 6-inch lettering
B	Seven-inch LED Brake/Tail Lights	M	Universal Handicapped Symbol, Wheelchair Lift Equipped Buses, minimum 6 by 6 inches
C	Seven-inch LED Turn Signals (amber lenses)	O	LED Identification Lamps
E	Four-inch LED Stop/Tail Lights	P	LED Back-up Lights
F	LED Pupil Warning Lights, Side-by-side Amber and Red, Flat Back Design	R	Fuel Door, 1-inch letters, DEF Door
G	Reflectors	T	Wheelchair Lift LED Landing Light
H	LED License Plate Lamp	Y	Rear View Mirror System
I	Emergency Exit Signs, 2-inch lettering	Z	Cross/Side View Mirror System
K	SCHOOL BUS, Front and Rear, 8-inch lettering on retro-reflective yellow background	AA	Roof-mounted White Flashing LED Strobe Light
L	(Name of District) District Schools (each side, belt line), 6-inch letters	CC	Rear Door Lettering, 6-inch lettering

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APPENDIX B
COLORADO RACKING LOAD TEST



COLORADO RACKING LOAD TEST

The Colorado Racking Test shall be required on or before the acceptance date of the first bus of the respective configuration.

TEST PROCEDURE:

In addition to complying with the test procedures described in FMVSS No. 220, the body manufacturers shall record and report the downward vertical movement of the force at 0, 25, 50, 75, and 100 percent of the maximum force (both loading and unloading). The expected force deflection curve is illustrated schematically in Figure 1a. Low load nonlinearities may indicate joint deformation; high load nonlinearities may indicate yielding in structural members.

A second load cycle shall be performed following the procedure given in the first paragraph. The expected force-deflection curve is illustrated schematically in Figure 1b. Any hysteresis following the initial shakedown will be revealed by this second cycle.

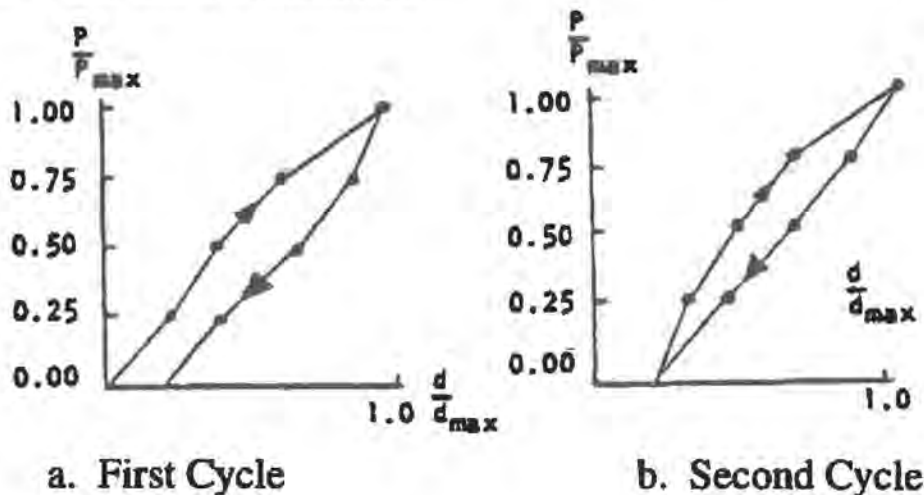


Figure 1. Static Load Test Load-Deflection Curves

A diagonal (racking) load test must be performed on Types A, B, C, and D school buses to ensure adequate shear stiffness and strength of the bus body. Details of the test are provided below:

A two-cycle loading sequence shall be conducted following the described procedure.

(a) Requirements: When a force equal to 1 1/2 times the gross vehicle weight (GVW) is applied to the edge of the roof of the vehicle's body structure through a force application plate, as specified in Test Procedures (b):

1. The diagonal movement of the force at any point on the application plate shall not exceed 5 1/8 inches; and

2. Each emergency exit of the vehicle provided in accordance with FMVSS No. 217 shall be capable of operation as specified in that standard during the full application of the force and after release of the force.

(b) Test Procedures: Each vehicle shall be capable of meeting the requirements of (1) and (2) when tested in accordance with the procedures set forth below.

1. The vehicle shall be supported on a rigid surface along the lower edge of the frame or along the body sills in the absence of a frame.
2. The load shall be applied through a force application plate that is flat and rigid. The dimensions of the plate shall be chosen to assure that the plate edges never make contact with the vehicle skin during testing. A typical width is 18 inches, and a typical length is 20 inches less than the length of the vehicle's roof measured along its longitudinal centerline.
3. Place the force application plate in contact with the edge of the vehicle roof. Orient the plate so that its flat, rigid surface is perpendicular to a diagonal line connecting the most distant points on an interior cross-section of the vehicle. The rear edge of the plate shall be positioned approximately 20 inches from the rear edge of the vehicle roof. A temporary stand may be used to support the plate until a force is applied.
4. Apply an evenly distributed force in a diagonally downward direction through the force application plate at any rate not more than 0.5 inch per second, until a force of 500 pounds has been applied.
5. Apply additional force in a diagonally downward direction through the force application plate at a rate of not more than 0.5 inch per second until the force specified in (a) has been applied, and maintain this application of force.
6. Measure the diagonal movement of any point on the force application plate that occurred during the application of force in accordance with (b)(5), and open the emergency exits as specified in (a)(2).
7. Release all diagonal force applied through the force application plate, and operate the emergency exits as specified in (a)(2).

(c) Test Conditions: The following conditions apply to the requirements specified in (3).

1. Temperature: The ambient temperature is between 32 degrees F and 90 degrees F.
2. Windows and Doors: Vehicle windows, doors, and emergency exits are in the fully-closed position and latched but not locked.

(d) An alternative method of testing for the racking load test shall be as follows:

The racking load shall be applied along a line connecting the most distant points on a transverse cross-section of the bus interior. It produces a shear distortion of the cross-section, as shown in figure 2.

A representative method of loading that employs a hydraulic jack to load a two-frame test assembly is illustrated in figure 2.

The maximum jack load for the two-frame assembly is determined by the following formula:

$$J = 2P$$

J - maximum jack load for two-frame test assembly
P = load/frame

where P = Dynamic Vehicle Weight (DVW) divided by N
DVW - dynamic vehicle weight
N - total number of bus body frames

and $DVW = DF \times GVW$
DF - dynamic factor, not less than 1.5
GVW - gross vehicle weight

Thus, for a $DF = 1.5$, a $GVW = 22,000$ pounds-force (lbf) and $N = 11$, the dynamic vehicle weight is $DVW = 33,000$ lbf, the load/frame is $P = 3000$ lbf and the maximum jack load is $J = 6000$ lbf.

When a complete bus body is rack-loaded, the total load DVW must be distributed uniformly along the bus body. This may be accomplished by mounting a series of hydraulic jacks along the length of the bus interior. Seats may be removed to facilitate jack mounting. The rack load will be considered to be uniformly distributed when the variation in the hydraulic jack readings is less than 10 percent. A maximum load is the sum of all jack readings and shall equal DVW.

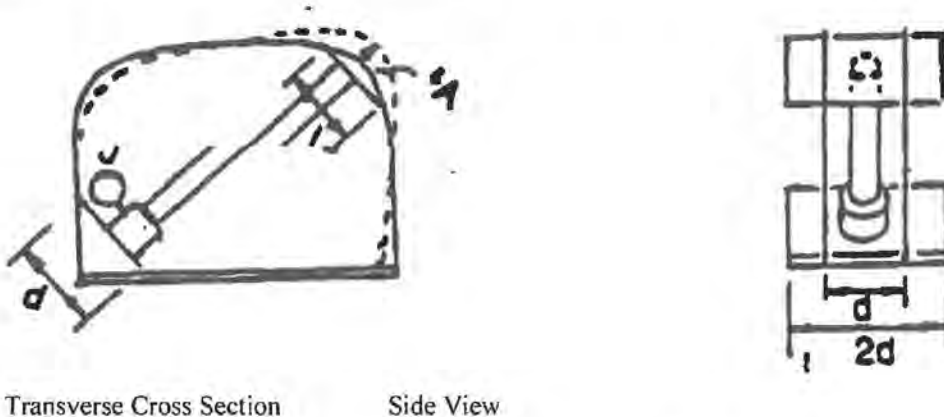


Figure 2. Arrangement of Hydraulic Jack for Rack-Loading of Two-Frame Assembly

The test may be performed on a complete bus body or on a representative section composed of at least two complete frames (body posts plus roof bows) and floor. Standard seats may be installed in the test section in a manner identical to that of the full bus body. Fabrication procedures for the test assembly shall be identical to those used in normal bus body production.

A two-cycle loading sequence shall be conducted, with intermediate and final load and deflection readings recorded, according to the procedure described.

The maximum deflection in line with the jack (A, maximum) shall not exceed 4 inches.

Manufacturer shall specify which testing method was used and submit appropriate certification information.

APPENDIX C
KENTUCKY POLE TEST PROCEDURES

KENTUCKY POLE TEST

The Kentucky Pole Test shall be required on or before the acceptance date of the first bus of the respective configuration.

TEST PROCEDURE:

The body shall be impacted at any point along the roof line on the outside surface, using an 8-inch diameter cylinder, 48 inches long, at a 30 to 45 degree angle, 1 to 3 inches above the top window line. The cylinder shall impact the roofline with the 48 inches dimension in a vertical plane with a force not to exceed 10 inches maximum to 8 inches minimum penetration of the body panels into the passenger compartment after impact.

The manufacturer shall submit appropriate certification information.

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FLORIDA DEPARTMENT OF EDUCATION
MANNY DIAZ, JR. COMMISSIONER

www.fldoe.org

INITIAL

A handwritten signature in blue ink, appearing to be "M. Diaz", written over a horizontal line.

11-13-2025

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'P' – FMVSS AND GAWR LETTER OF ATTESTATION

[COMPLETED BY BIDDER]



11/13/25

Thomas Built Buses, Inc.
PO Box 2450 (27261)
1408 Courtesy Road
High Point, NC 27260
336-889-4871 Phone
336-889-2589 Fax

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Certification of Specification Compliance

Dear Ms. Forbes:

This letter is to certify that all Type A, C and D school bus bodies and/or chassis sold or delivered to Florida school districts by Thomas Built Buses, Inc., or its dealers or agents., will meet the Florida School Bus Specifications; Revised 2026, will meet the National School Transportation Specifications and Procedures, Revised 2020, and will meet all Federal Motor Vehicle Safety Standards applicable at the time the vehicle is manufactured in pursuant to ITB 2026-07.

Respectfully submitted,

A handwritten signature in black ink that reads "Mitch Miller". The signature is written in a cursive, flowing style.

Mitch Miller
Regional Sales Manager-Southeast US



11/13/25

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Certification of Specification Compliance

Dear Ms. Forbes:

This letter is to certify that all Type A school bus bodies and/or chassis sold or delivered to Florida school districts by Collins Bus, or its dealers or agents., will meet the Florida School Bus Specifications; Revised 2026, will meet the National School Transportation Specifications and Procedures, Revised 2020, and will meet all Federal Motor Vehicle Safety Standards applicable at the time the vehicle is manufactured in pursuant to ITB 2026-07.

Respectfully submitted,

Cody Stefek
Engineering Manager



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Certification of Specification Compliance

Dear Ms. Forbes:

This letter is to certify that all Type A, C and D school bus bodies and/or chassis sold or delivered to Florida school districts by Matthews Bus Alliance, Inc., pursuant to ITB 2026-07 will meet the Florida School Bus Specifications; Revised 2026, will meet the National School Transportation Specifications and Procedures, Revised 2025, and will meet all Federal Motor Vehicle Safety Standards applicable at the time the vehicle is manufactured.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



11/13/25

Thomas Built Buses, Inc.
PO Box 2450 (27261)
1408 Courtesy Road
High Point, NC 27260
336-889-4871 Phone
336-889-2589 Fax

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Gross Axle Weight Rating Certification

Dear Ms. Forbes:

Thomas Built Buses, Inc., Freightliner Custom Chassis Corporation, Ford Motor Corporation and General Motors Corporation hereby certify that all Type A, C and D chassis provided in fulfillment of ITB #2026-07 are specified with adequate Gross Axle Weight Ratings, front and rear, for mounting and certifying school bus bodies in accordance with Florida School Bus Specifications, Revised 2026.

Respectfully submitted,

A handwritten signature in cursive script that reads "Mitch Miller".

Mitch Miller
Regional Sales Manager-Southeast US



11/13/25

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Gross Axle Weight Rating Certification

Dear Ms. Forbes:

Collins Buses manufactured utilizing Ford Motor Corporation and General Motors Corporation chassis, hereby certify that all Type A buses provided in fulfillment of ITB #2026-07 are specified with adequate Gross Axle Weight Ratings, front and rear, for mounting and certifying school bus bodies in accordance with Florida School Bus Specifications, Revised 2026.

Respectfully submitted,

Cody Stefek
Engineering Manager



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Gross Axle Weight Rating Certification

Dear Ms. Forbes:

Matthews Bus Alliance, Inc., and Freightliner Custom Chassis Corporation, Ford Motor Corporation and General Motors Corporation hereby certify that all Type A, C and D chassis provided in fulfillment of ITB #2026-07 are specified with adequate Gross Axle Weight Ratings, front and rear, for mounting and certifying school bus bodies in accordance with Florida School Bus Specifications, Revised 2026.

Respectfully submitted,

A blue ink signature of Glenn Matthews, consisting of a stylized 'G' and 'M'.

Glenn Matthews
President
Matthews Bus Alliance, Inc.

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'Q' – POWER LIFT COMPLIANCE LETTER OF ATTESTATION

[COMPLETED BY BIDDER]



11/13/25

Thomas Built Buses, Inc.
PO Box 2450 (27261)
1408 Courtesy Road
High Point, NC 27260
336-889-4871 Phone
336-889-2589 Fax

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Wheelchair Lift Testing and Installation Certification

Dear Ms. Forbes:

Thomas Built Buses, Inc. certifies that all wheelchair lifts installed by TBB production facilities will meet all testing requirements set forth in the Florida School Bus Specifications, Revised 2026 as well as all FMVSS requirements in force at the time of manufacture.

Additionally, all wheelchair lifts installed by Thomas Built Buses are installed in compliance with the lift manufacturer's requirements and the requirements of the Florida School Bus Specifications, Revised 2026.

Respectfully submitted,

A handwritten signature in cursive script that reads "Mitch Miller".

Mitch Miller
Regional Sales Manager-Southeast US



11/13/25

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Wheelchair Lift Testing and Installation Certification

Dear Ms. Forbes:

Collins Bus certifies that all wheelchair lifts installed by Collins Bus production facilities will meet all testing requirements set forth in the Florida School Bus Specifications, Revised 2026 as well as all FMVSS requirements in force at the time of manufacture.

Additionally, all wheelchair lifts installed by Collins Bus are installed in compliance with the lift manufacturer's requirements and the requirements of the Florida School Bus Specifications, Revised 2026.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Cody Stefek', is written over a light blue horizontal line.

Cody Stefek
Engineering Manager



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

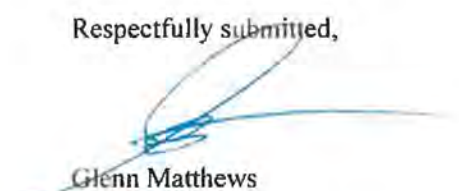
RE: ITB #2026-07, Wheelchair Lift Testing & Installation Certification

Dear Ms. Forbes:

Matthews Bus Alliance, Inc., certifies that all wheelchair lifts installed by Thomas Built Buses production facilities will meet all testing requirements set forth in the Florida School Bus Specifications, Revised 2026, as well as all FMVSS requirements in force at the time of manufacture.

Additionally, all wheelchair lifts installed by Thomas Built Buses are installed in compliance with the lift manufacturer's requirements and the requirements of the Florida School Bus Specifications, Revised 2026.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Wheelchair Lift Testing & Installation Certification

Dear Ms. Forbes:

Matthews Bus Alliance, Inc., certifies that all wheelchair lifts installed by Collins Bus production facilities will meet all testing requirements set forth in the Florida School Bus Specifications, Revised 2026, as well as all FMVSS requirements in force at the time of manufacture.

Additionally, all wheelchair lifts installed by Collins Bus are installed in compliance with the lift manufacturer's requirements and the requirements of the Florida School Bus Specifications, Revised 2026.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'R' – CHASSIS DELIVERY DATES LETTER

[COMPLETED BY BIDDER]



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Chassis Delivery Schedule

Dear Ms. Forbes:

Thomas Built Buses and Freightliner Custom Chassis Corporation, Ford Motor Corporation and General Motors Corporation have adequate facilities and production capacity to provide Type A, C and D chassis within designated timelines set forth in ITB 2026-07. Delivery of completed units purchased from ITB 2026-07 will be delivered within 365 days from Matthews Bus Alliance, Inc., receipt of Purchase Order as specified in Section 7.17 of the ITB 2026-07. Purchase Orders will be accepted beginning immediately after contract execution through June 30, 2027 or as noted in Section 4.26 extension

Type A chassis purchased will be produced by Ford Motor Corporation/General Motors Corporation. These chassis will be released for transport to Thomas Built Buses approximately two weeks prior to the body production start date.

Type C school bus chassis purchased will be produced by Freightliner Custom Chassis. These chassis will be released for transport to Thomas Built Buses approximately two weeks prior to the body production start date.

Type D chassis are produced by Thomas Built Buses will be delivered for body production approximately one day prior to the body start date. All chassis will be scheduled so as to accommodate body production within ITB timelines for Type D school buses detailed above.

Respectfully submitted,



Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Chassis Delivery Schedule

Dear Ms. Forbes:

Collins Bus, Ford Motor Corporation and General Motors Corporation have adequate facilities and production capacity to provide Type A chassis within designated timelines set forth in ITB 2026-07. Delivery of completed units purchased from ITB 2026-07 will be delivered within 365 days from Matthews Bus Alliance, Inc., receipt of Purchase Order as specified in Section 7.17 of the ITB 2026-07. Purchase Orders will be accepted beginning immediately after contract execution through June 30, 2027 or as noted in Section 4.26 extension

Type A chassis purchased will be produced by Ford Motor Corporation/General Motors Corporation. These chassis will be released for transport to Collins Bus approximately two weeks prior to the body production start date.

Respectfully submitted,



Glenn Matthews
President
Matthews Bus Alliance, Inc.



Thomas Built Buses, Inc.
PO Box 2450 (27261)
1408 Courtesy Road
High Point, NC 27260
336-889-4871 Phone
336-889-2589 Fax

11/13/25

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Chassis Delivery Schedule

Dear Ms. Forbes:

Thomas Built Buses, Freightliner Custom Chassis Corporation, Ford Motor Corporation and General Motors Corporation have adequate facilities and production capacity to provide Type A, C and D chassis within designated timelines set forth in ITB 2026-07. Delivery of completed units purchased from ITB 2026-07 will be delivered within 365 days from Matthews Bus Alliance, Inc., receipt of Purchase Order as specified in Section 7.17 of the ITB 2026-07. Purchase Orders will be accepted beginning immediately after contract execution through June 30, 2027 or as noted in Section 4.26 extension.

Type A chassis purchased will be produced by Ford Motor Corporation/General Motors Corporation. These chassis will be released for transport to Thomas Built Buses approximately two weeks prior to the body production start date.

Type C school bus chassis purchased will be produced by Freightliner Custom Chassis. These chassis will be released for transport to Thomas Built Buses approximately two weeks prior to the body production start date.

Type D chassis are produced by Thomas Built Buses and will be delivered for body production approximately one day prior to the body start date. All chassis will be scheduled so as to accommodate body production within ITB timelines for Type D school buses detailed above.

Respectfully submitted,

Mitch Miller
Regional Sales Manager-Southeast US



11/13/25

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Chassis Delivery Schedule

Dear Ms. Forbes:

Collins Bus, with its affiliation to Ford Motor Corporation and General Motors Corporation have adequate facilities and production capacity to provide Type A, chassis within designated timelines set forth in ITB 2026-07. Delivery of completed units purchased from ITB 2026-07 will be delivered within 365 days from Matthews Bus Alliance, Inc., receipt of Purchase Order as specified in Section 7.17 of the ITB 2026-07. Purchase Orders will be accepted beginning immediately after contract execution through June 30, 2027 or as noted in Section 4.26 extension.

Type A chassis purchased will be produced by Ford Motor Corporation/General Motors Corporation. These chassis will be released for transport to Collins Bus approximately two weeks prior to the body production start date.

Respectfully submitted,

Tony Augsburger
Director of Sales

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'S' –LIQUIDATED DAMAGES ACKNOWLEDGEMENT LETTER

[COMPLETED BY BIDDER]



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Liquidated Damages (Section 6.2)

Dear Ms. Forbes:

This letter is to certify that Matthews Bus Alliance, Inc. acknowledges all procedures and financial penalties for Liquidated Damages in Section 6.2 of the ITB 2026-07.

Buses not ready for pickup or delivered to the purchasing school district by the dates specified (by purchaser) in Section 6.2 of ITB 2026-07 will be assessed for Liquidated Damages of:

- \$25 per bus, per calendar day that delivery is late for Non-Lift Units
- \$50 per bus, per calendar day that delivery is late for Wheelchair Lift Units

Liquidated Damages are permitted to be deducted from the payment of the bus after notifying the bidder, in writing, at least 30 days in advance of their intent to deduct liquidated damages by the purchasing school districts and the FSDB per section 6.2.

Delays in delivery caused by strikes at the bidder's or chassis manufacturer's plant, acts of God, or circumstances beyond the company's control are not cause for liquidated damages.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'T' – SEAT COVERING SPECIFICATIONS LETTER OF ATTESTATION

[COMPLETED BY BIDDER]



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Seat Covering Material, Manufacturer and Model Number

Dear Ms. Forbes:

Please accept this letter as certification that Thomas Built Buses, Inc. is providing covering material listed below on units provided in accordance with ITB #2026-07, meet requirements set forth in Florida School Bus Specifications, Revised 2026.

Supplier	-	SABRE
Material	-	Fire Block Blue
Model Number	-	SABRE

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Seat Covering Material, Manufacturer and Model Number

Dear Ms. Forbes:

Please accept this letter as certification that Collins Bus is providing covering material listed below on units provided in accordance with ITB #2026-07, meet requirements set forth in Florida School Bus Specifications, Revised 2026.

Supplier	-	IMMI
Material	-	Fireblock Vinyl
Model Number	-	Spradling

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



11/13/25

Thomas Built Buses, Inc.
PO Box 2450 (27261)
1408 Courtesy Road
High Point, NC 27260
336-889-4871 Phone
336-889-2589 Fax

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Seat Covering Material, Manufacturer and Model Number

Dear Ms. Forbes:

Please accept this letter as certification that Thomas Built Buses, Inc. is providing covering material listed below on units provided in accordance with ITB #2026-07, meet requirements set forth in Florida School Bus Specifications, Revised 2026.

Supplier	-	SABRE
Material	-	Fire Block Blue
Model Number	-	SABRE

Respectfully submitted,

A handwritten signature in black ink that reads "Mitch Miller". The signature is fluid and cursive, with the first and last names clearly legible.

Mitch Miller
Regional Sales Manager-Southeast US



11/13/25

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Seat Covering Material, Manufacturer and Model Number

Dear Ms. Forbes:

Please accept this letter as certification that Collins Bus is providing covering material listed below on units provided in accordance with ITB #2026-07, meet requirements set forth in Florida School Bus Specifications, Revised 2026.

Supplier	-	IMMI
Material	-	Fireblock Vinyl
Model Number	-	Spradling

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Cody Stefek", is written over a faint, larger blue ink signature that appears to read "RMM".

Cody Stefek
Engineering Manager

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'U' – CHASSIS PERFORMANCE LETTER OF ATTESTATION

[COMPLETED BY BIDDER]



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Chassis Performance

Dear Ms. Forbes:

Pursuant to ITB #2026-07, all buses supplied by Matthews Bus Alliance, Inc. will meet the performance requirements defined in the Florida School Bus Specifications, Revised 2026.

Respectfully submitted,



Glenn Matthews
President
Matthews Bus Alliance, Inc.

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

ATTACHMENT 'V' – PRE-DELIVERY PROGRAM OUTLINE

[COMPLETED BY BIDDER]

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

District _____ Local Bus # _____ Date Rec'd.: _____ Shop Location: _____

Bus Type: [A] [B] [C] [D-Front Engine] [D-Rear Engine] Shell Seating Capacity _____ Equipped Seating Capacity: _____

Wheelchair Capacity: _____ Chassis Mfr.: _____ Chassis Model: _____ Chassis Build Date: _____

Chassis VIN: _____ Eng. Model: _____ Eng. S/N: _____

Trans. Model: _____ Trans. S/N: _____ Fuel Type: _____

Body Mfr.: _____ Body Model: _____ Body S/N: _____

In-service-date: _____ Lift: Yes / No Lift Mfr.: _____ Lift Model: _____ Lift S/N: _____

In-service-mileage: _____ A/C: Yes / No A/C Mfr. _____ Evap. S/N _____ Comp. S/N _____

STATUS CODES: ✓ = OK	X = Malfunction (but Meets Specs)	O = Does Not Meet Specs	N/A = Not Applicable
------------------------------------	--	--------------------------------	-----------------------------

[illegible]

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

Item # Code	INSPECTION ITEMS	COMMENTS (Note Specific Deficiencies)	Yes No																																			
D. UNDERNEATH BUS																																						
1	Front Suspension - I Beam, U-Bolts, Springs, Spring Mounts, Shackles, Pins and Bushings, Sockets, Kingpins, Wheel Bearings, Seals, A-Frames, Bushings and Bar-Joints																																					
2	Front Brakes - Hoses, Lines, Chambers, Slack Adjusters, Push rods, Linings, Drums, Rotors and Wheel Cylinders or Calipers. Check and Adjust MSA-Equipped Brakes. Do Not Adjust ASA-Equipped Brakes. Disc Brakes																																					
3	Engine Mounts, Transmission Mounts and Starter Mounting																																					
4	Transmission - Bolts, Linkage, Lines, Filter and Cooler																																					
5	Fluid Leaks - Oil, Coolant, Transmission, Power Steering and DEF																																					
6	Fuel and DEF Tank - Leaks, Mounting, Hoses and Wiring																																					
7	Brake Equipment - ABS, Lines, Valves, Reservoir Mounting and Bleed, Reservoirs																																					
8	Driveline - Shafts, U-Joints, Yokes, Hanger Bearings, Guards, Driveshaft and Park Brake																																					
9	Rear Suspension - Axle Housing, Vents, Differential, Springs, U-Bolts, Shocks, Spring Shackles, Pins and Bushings, Hangers, Seals and Wheel Bearings																																					
10	Rear Brakes - Hoses, Lines, Chambers, Slack Adjusters, Push rods, Linings, Drums, Rotors and Wheel Cylinders or Calipers. Check and Adjust MSA-Equipped Brakes. Do Not Adjust ASA-Equipped Brakes. Disc Brakes																																					
11	Body Securement and Structure - Hoist Downs, Floor, Outriggers, Braces, Struts, Mud Flaps and Chassis Frame Rails																																					
12	Exhaust System - Leaks, Mounting, Muffler, Tailpipe and DEF, DPF System																																					
13	Wheels and Tires - Tread Depth, Pressure, Damage, Matching, Alignment and Wheel Hardware																																					
<table border="1"> <thead> <tr> <th>TIRES</th> <th>LF</th> <th>RF</th> <th>RRO</th> <th>RRR</th> <th>LRO</th> <th>LRI</th> </tr> </thead> <tbody> <tr> <td>Tread Depth</td> <td>/32</td> <td>/32</td> <td>/32</td> <td>/32</td> <td>/32</td> <td>/32</td> </tr> <tr> <td>Air Pressure</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> </tr> <tr> <td>Lug Nut Torque</td> <td>Ft lbs.</td> <td>Ft lbs.</td> <td>Ft lbs.</td> <td></td> <td>Ft lbs.</td> <td></td> </tr> <tr> <td>Tire Serial Number</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> Lug Nut Torque Verified  				TIRES	LF	RF	RRO	RRR	LRO	LRI	Tread Depth	/32	/32	/32	/32	/32	/32	Air Pressure	PSI	PSI	PSI	PSI	PSI	PSI	Lug Nut Torque	Ft lbs.	Ft lbs.	Ft lbs.		Ft lbs.		Tire Serial Number						
TIRES	LF	RF	RRO	RRR	LRO	LRI																																
Tread Depth	/32	/32	/32	/32	/32	/32																																
Air Pressure	PSI	PSI	PSI	PSI	PSI	PSI																																
Lug Nut Torque	Ft lbs.	Ft lbs.	Ft lbs.		Ft lbs.																																	
Tire Serial Number																																						
E. FILTERS / COOLANT CONDITION / STARTING & CHARGING / AIR CONDITIONING PERFORMANCE																																						
1	Check Oil Filter(s)																																					
2	Check Fuel Filter(s) Primary/Secondary and Separator																																					
3	Check Transmission Filter(s)																																					
4	Check Air Compressor Filter (if applicable)																																					
5	Check Power Steering Filter																																					
6	Check Engine Air Cleaner assembly and Filter																																					
7	Check Coolant Filter and record OCA level _____																																					
8	Test Starting and Charging System, Amps _____ Volts _____																																					
10	Air Conditioning Filters																																					
F. ROAD TEST																																						
1	Brake Performance - Park Brake, Stopping Distance and Equalization																																					
2	Engine, Transmission and Driveline - Engine Performance, Governor and Shifting																																					
3	Steering and Handling - Free Play, Power Assist, Column, Tracking and Toning, Reduc																																					
G. ITEM SPECIFICATIONS																																						
1	Body Data Plate																																					
2	Body Structure																																					
3	A/C Equipment																																					
4	Wheelchair Lift Equipment																																					
5	Wheelchair Tie-Down and Securement System																																					
6	Driver's Document Compartment																																					
7	Publications																																					
8	Engine Equipment																																					
9	Engine Performance																																					
10	Ventilation																																					
11	Square and Level - (RF _____) (LF _____) (RR _____) (LR _____)																																					
H. OPTIONAL EQUIPMENT																																						
1	Type A Chassis Options																																					
2	Type B, C and D Chassis Options																																					
3	Type A, B, C and D Body Exceptions and Options																																					

Body Inspector's Signature: _____ Certification Number: _____ Date: _____

Chassis Inspector's Signature: _____ Certification Number: _____ Date: _____



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Pre-Delivery Inspection Program Outline

Dear Ms. Forbes:

As designated dealers for Thomas Built Buses, Matthews Bus Alliance, Inc. will complete the required Pre-Delivery Inspection (PDI) form in accordance with the Supplier Qualification Manual (SQM) and Attachment V-1 on all units supplied in fulfillment of the ITB #2026-07.

Matthews Bus Alliance, Inc. maintains personnel who are certified Florida PDI Inspectors and will conduct inspections in accordance with the established Florida PDI Inspection process on file at Thomas Built Buses.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

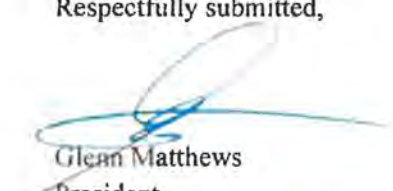
RE: ITB #2026-07, Pre-Delivery Inspection Program Outline

Dear Ms. Forbes:

As designated dealers for Collins Bus, Matthews Bus Alliance, Inc. will complete the required Pre-Delivery Inspection (PDI) form in accordance with the Supplier Qualification Manual (SQM) and Attachment V-1 on all units supplied in fulfillment of the ITB #2026-07.

Matthews Bus Alliance, Inc. maintains personnel who are certified Florida PDI Inspectors and will conduct inspections in accordance with the established Florida PDI Inspection process on file at Collins Bus.

Respectfully submitted,


Glean Matthews
President
Matthews Bus Alliance, Inc.

FLORIDA DEPARTMENT OF EDUCATION
BUREAU OF CONTRACTS, GRANTS AND PROCUREMENT
MANAGEMENT SERVICES
325 West Gaines Street
344 Turlington Building
Tallahassee, Florida 32399-0400

Addendum #1

**BID NO. 2026-07: Type A, Type C and Type D School Buses, Multifunction
School Activity Buses (MFSAB) and Optional Equipment**

This addendum is being issued to provide the Answers to Questions submitted timely by vendors during the Question and Answers period, and to add Attachments G, H, I and J, in Section 8 - Preliminary Submittal Review (See the corrections in red below for Section 8.0). Additionally, the Addendum addresses changes to the Florida School Bus Specifications, on page III-12, removes the requirement for "reflective" lettering on the rear bus door verbiage, "Stop When Red Lights Flash; on page I-3, removes the proposed 60 mph speed limit and reinstates the original requirement of 70 mph. The updated version of the *2026 Florida School Bus Specifications, effective January 2026*, was published to the department's web page on September 17, 2025, at [FLORIDA SCHOOL BUS SPECIFICATIONS](#). Also, the Addendum addresses the correction to the Excel workbook pricing pages for the tabs: *Type A 14, Type A 14 Lift, Type A 29 and Type A 29 Lift*, specifically changing the word "Diesel" to "Gasoline" in the base bus price description, as the base engine for these configurations is gasoline-powered.

8.0 PRELIMINARY SUBMITTAL REVIEW

The absence of any of these documents may deem the Bid Response non-responsive, and the Bid Response may not be evaluated. The bid forms furnished should be used when submitting the response. Forms should be filled out in ink or typewritten, SIGNED AND DATED with no alterations or amendments made, and enclosed with a signed transmittal letter. Preliminary submittal review information should consist of the following:

- Transmittal Letter (COMPLETED ON COMPANY LETTERHEAD)
- Attachment A – Vendor's Bid Price Sheet.
BIDDER MUST USE THIS FORM WHEN SUBMITTING THEIR RESPONSE. EACH PAGE MUST BE SIGNED OR INITIALED. USE OF ANY OTHER FORM MAY DISQUALIFY THE BID RESPONSE.
- Attachment B – Disclosure Statement
- Attachment D – Drug Free Workplace Certification
- Attachment E - Minority Subcontractor Utilization Summary, if applicable
- Attachment F- Vendor Certification Form
- Attachment G - Vendor Certification Regarding Scrutinized Companies Lists
- Attachment H - PUR 1355 Foreign Country of Concern Attestation

- Attachment I – PUR 1808 Common Carrier or Contracted Carrier Attestation Form
- Attachment J – Affidavit Regarding the use of Coercion for Labor and Services
- Attachment K- Contract
- Attachment L - Bidder Representation
- Attachment M - Purchase Order Preference/Customer Contact Preference Form
- Attachment N - File Structure for Required Status Report
- Attachment O - *Florida School Bus Specifications, Effective January 2020*
- Attachment P - Letter representing that buses will meet all applicable Federal Motor Vehicle Safety Standards and representing the adequacy of Gross Axle Weight Ratings (GAWRs)
- Attachment Q - Letter representing the power lift installation will comply with Florida's specifications
- Attachment R - Estimated delivery dates for Type A, C, and D chassis delivery (supplied by chassis manufacturer)
- Attachment S - Letter acknowledging liquidated damages, as specified in section 6.2
- Attachment T - Letter specifying the seat covering material manufacturer and model number
- Attachment U - Letter stating that all buses will meet chassis performance specifications
- Attachment V - PDI program outline as specified in section 7.9, and Pre-Delivery Inspection (PDI) Form.
- Signed Addenda, If Applicable

Please be advised all questions are keyed as submitted.

1. We're very interested in submitting for this project, however, I know Florida has regulations regarding a dealership license and a brick and mortar. While we've been in conversation with some dealerships in the state, we do not currently have a physical location.

Will this be an issue when applying for the bid? Just a preliminary question before we did into the depths of the proposal.

Answer: The invitation to bid itself explicitly imposes no requirement relating to maintaining physical location in Florida to respond. However, the specifications contained in the ITB may functionally require a physical presence in the state to meet the deliverables (See, for example, Rule 6A-3.003, Florida Administrative Code requiring submittal of a demonstrator model offered for sale, and Section 7.23 Service Requirements contained in the ITB. Failure to address such the requirements may result in selection of another bid or, in the event of a default be the successful bidder, financial consequences are authorized and the lack of a physical presence will not constitute a defense in all probability.

2. 6.0 Scope of Services: states that "the department shall assist district school boards in securing school buses that are prices that are as reasonable as possible." In light of ongoing market volatility and the sustained impacts of the COVID-19 pandemic, including but not limited to supply chain disruptions and tariff increases, it has become very difficult for manufacturers to guarantee pricing for extended periods of time (18 months). Will DOE consider implementing equitable pricing adjustments on a semi-annual basis, similar to the approach taken with ITB:2022-01, in accordance with section 4(e) PUR1000, whereby a base price percentage increase was solicited and approved (see attached) and on ITB:2023-02, and most recently (see attached) whereby a tariff increase was approved? Such adjustments would ensure that bid prices remain reflective of the most current and competitive market conditions at the time of submission. This approach could mitigate other competitive contracts available to districts, such as Sourcewell or even individual district solicitations, which potentially could offer lower pricing considering they would not require 18-month terms without adjustments. Please keep in mind when considering this request, the previous contract ITB:2023-02 will be ending December 31, 2025 mid fiscal year 2025/26, and that the majority of districts will be placing their 2025/26 purchase orders prior to the end of this contract period in order to avoid price increases. There therefore could be a 6-month delay in ordering for this new contract period. Thus, we will be bidding on a contract in November 2025 that will see the majority of purchase order activity post July 1, 2026, thus making this mostly a 12-month contract period.

Answer: DENIED: All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).

3. Is it possible for the bus in-service date to automatically be set to 30 days after the delivery date? Delays in receiving, or in some cases the absence of warranty documentation often pose challenges when submitting warranty claims to the manufacturer. If this is not feasible, could the responsibility for providing this information be transferred to the District to ensure timely submission to the State? Extended delays in obtaining the necessary documentation significantly hinders vendors from submitting complete and accurate reports within the required timelines.

Answer:

- The bus in-service date should be automatically set to 10 days after delivery unless a quantity greater than 5 buses is delivered on a single business day. In the event that more than five buses are delivered in a single business day, an additional day should be added for the number of buses delivered above 5 buses. See excerpt below 4.38 Acceptance for further details and examples.
- **4.38 ACCEPTANCE:** All buses shall be inspected and accepted or rejected by an authorized representative of the school board or other purchasing entity within ten business days of delivery or the completed units picked up. Districts that take delivery on a quantity greater than five school buses per day shall be allowed one extra day for the number of

buses over five. For example, a district that takes eight school buses for delivery within one day shall be allowed 13 business days to inspect and accept or reject the buses. Should any agency purchasing a bus not be satisfied that the requirements of the specifications have been met, representatives of the Florida Department of Education, School Transportation Management Section (STMS); the Florida Department of Management Services; State Purchasing, and the purchasing agency shall have the right to inspect the unit and issue an order of acceptance or rejection.

4. 4.22 Because the prime bidders for these solicitations are local Florida dealers, and dealers may be able to offer more than one manufacturer of Type A vehicle configurations, in the best interest of chassis availability, (due to GM/Ford restricting manufacturers through the process of allocations), is it possible for the prime bidder to be able to offer more than one manufacturer for each configuration, thus providing school districts consistent product availability and delivery?

Answer: Yes, a dealer may sell more than one brand of bus or MFSAB as long as the certification requirements outlined in rule 6A-3.003, Florida Administrative Code (F.A.C.) have been met.

5. Please clarify 4.34, alternate brands?

Answer:

- Any brand meeting Florida School Bus Specifications, Effective January 2026, and the certification requirements outlined in rule 6A-3.003, F.A.C. Certification as to Specifications of School Buses will be accepted.
- Any offer not meeting the Specification and Certification requirements mentioned above will be considered an alternate brand and will be rejected.

6. Would the State be willing to provide a quarterly summary of total purchases, including basic information such as Purchase Order date, awarded vendor, purchasing District, bus capacity, lift status (i.e., with or without lift), and purchase price? Such reporting would support manufacturers in monitoring dealer performance and ensuring compliance with contractual obligations. Regular access to this data also promotes transparency and helps maintain accountability throughout the procurement process.

Answer: Under Chapter 119, Florida Statutes, data in the possession of the Department is available upon request subject to exceptions and conditions provided by law.

7. Referencing page III-12 - If the black reflective lettering required with "STOP WHEN RED LIGHTS FLASH," is not available thru the OEM, would standard black 6" non-reflective lettering still be permitted?

Answer: The reflective requirement on Page III-12 is no longer required due to legislative changes to the criteria for school bus infraction detection systems.

The language in the draft specifications was overlooked and will be amended as soon as possible. Reflective lettering is **NOT REQUIRED** for the lettering "STOP WHEN RED LIGHTS FLASH."

8. The revised State specifications amended the required top speed from 70 mph to a "minimum top speed of 60 mph." Could the State clarify whether a specific top speed is still mandated, or is this now considered a matter of customer preference within the bounds of the minimum requirement?

Answer: The Type A configuration must be able to achieve a top speed of 70 mph.

9. With the upcoming release of a new Cummins engine (standard to the industry across multiple vendors) intended to meet 2027 Federal Emissions standards scheduled to occur during the term of this contract, and given the anticipated significant increase in cost, will bus vendors be permitted to adjust pricing accordingly once the new engine becomes standard?

Answer: DENIED: All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).

10. The pricing sheets pages 6-9 for Type A list it as "Base Diesel Bus Price" when the only available fuel option is gasoline. Can this please be updated to Gasoline?

Answer: AGREED: The pricing pages for Type A 14, Type A 14 Lift, Type A 29 and Type A 29 Lift have been updated to read "Base Gasoline Bus Price."

11. The type A standard manufacturer chassis warranties from both Ford and Chevrolet are 3 years 36,000 miles bumper to bumper. The powertrain is 5 years and 60,000 miles. Optional non-OEM extended coverages are available but not from Ford or Chevrolet. Therefore, it is recommended that, for bidding purposes, the chassis warranty aligns with the warranties offered by the respective manufacturers.

Answer: DENIED. The Florida School Bus Specifications, pages 2-3, requires the standard chassis and body warranty coverage to be 100,000 miles or 60 months. However, each manufacturer or dealer may include credit options as part of its bid package for purchasers who wish to forego the standard warranty plans in favor of the minimum base warranty specifications, which are 12,000 miles or 12 months.

12. Under Type A, 1-7, if there are no front tow hooks available from the chassis manufacturer, would N/A be an acceptable response?

Answer: AGREED: N/A is acceptable for Type A buses if no front tow hooks are available from the chassis manufacturer.

13. ITB Pg 31, Section 8 - Preliminary Submittal Review: The list of attachments required to be included with the bidders submission does not include attachments C, G, H, I and J. Are these attachments required for a responsive submission?

Answer: All attachments, including G, H, I, and J, must be returned with the bid submission.

14. The ITB and Florida School Bus Specifications, Revised Jan 1, 2026 adopt by reference 2025 National School Transportation Specifications and Procedures. This document is currently in revision and unavailable. Can the Department provide a list of those items that have/will change from the previous version that will be adopted by Florida?

Answer: A copy of the draft *Florida School Bus Specifications, effective January 2026*, will be emailed to each registered bidder by Rhonda Forbes.

In Accordance with Item 4.2 of ITB #2026-07. Please find the following our requests for clarification and/or acceptance to technical questions.

15. Page 12 states that all prices shall remain firm until June 30, 2027. Would the department consider a shorter-term (12 month) contract to minimize the economic impact on bidders from inflation, tariffs and EPA emissions changes?

Answer: DENIED

16. Page 12 states that all prices shall remain firm until June 30, 2027. In August alone, 2025 Steel and Aluminum Tariffs increase 50% effective August 18, 2025 and Copper has a new 50% Tariff effective August 1, 2025. Will there be a mechanism in place to address changes in US Import Tariffs?

Answer: DENIED: All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).

17. Page 12 states that all prices shall remain firm until June 30, 2027. EPA 2027 Diesel Emission Regulations are projected to come with a substantial price increase – Is there a mechanism in place to address the 2027 Emissions Change and price increase that will come with it?

Answer: No: All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e).

18. The previous ITB 2023-02 allowed for an annual price adjustment based on the Producer Price Index (PPI) for commodity series ID: WPU 141302 Transportation Equipment – Complete vehicle on Purchased Chassis, not seasonally adjusted and published by the US Department of Labor. With the current ITB 2026-07, bidders will be required to supply pricing in November 2025, which must remain firm for an 18 month

time period. We request the Department include the same PPI adjustment during the term of this contract due to supply chain and tariff uncertainty.

Answer: DENIED: The term of the contract was reduced from 36 months to 18 months to eliminate price adjustments during the contract period.

19. Florida School Bus Specifications Page 2, CHASSIS WARRANTIES: "The standard chassis warranty for Florida school bus bids shall be 100,000 Miles or 60 Months" Would the Department consider the OEM Standard Chassis (Ford or Chevrolet) acceptable for General Chassis and Powertrain on Type A-1 Buses? Type A-1 Chassis Suppliers, do not offer such warranties and costs will be impacted by aftermarket warranties.

Answer: DENIED: The Florida School Bus Specifications, pages 2-3, requires the standard chassis and body warranty coverage to be 100,000 miles or 60 months. However, each manufacturer or dealer may include credit options as part of its bid package for purchasers who wish to forego the standard warranty plans in favor of the minimum base warranty specifications, which are 12,000 miles or 12 months.

20. Would the Department consider a **chassis** (only, not body) price increase at the time of Model Year Change on Type A-1 Buses, as these timing of model year change and related price change are out of the control of any bus suppliers?

Answer: DENIED

21. Section IGNITION SYSTEM on Page I-4 states *All Buses of like chassis manufacturers must have one key, regardless of the type of key supplied for Florida purchasers.* Will the Department consider removing this requirement for Type A-1 Buses as chassis OEM's will not guarantee keyed alike ignitions?

Answer: The process for seeking a waiver for such a requirement can be found in section 120.542, Florida Statutes.

22. Attachment I Common Carrier or contracted carrier attestation form (PUR 1808). Are driveaway companies driving buses from production facility to bus dealers in Florida considered a "Common Carrier"

Answer: As reflected in Attachment F, whether the vendor is a common carrier is to be made by the vendor, indicated on the attachment, signed and submitted to the Department with it's bid.

23. Page 52, Attachment O, Florida School Bus Specifications, Effective January 1, 2026. Can the agency clarify that the minimum specification requirement for this bid is that the buses need to be compliant with FL State Specifications ONLY?

Answer:
No, see section 7.19 Representations of the ITB:

As part of this bid, each bidder should represent in a letter to be included with the bid that each unit sold by the bidder's company or representative for school buses will meet Attachment O- Florida School Bus Specifications, Effective January 2026; National School Transportation Specifications and Procedures, Revised 2025; and all applicable Federal Motor Vehicle Safety Standards.

24. Page 52, Attachment O, Florida School Bus Specifications, Effective January 1, 2026. There was not a link on Attachment O, the latest Florida School Bus Specifications that was found through open sources was from 2020. Can agency provide link to the latest Florida School Bus Specifications?

Answer: A copy of the draft *Florida School Bus Specifications, effective January 2026*, will be emailed to each registered bidder by Rhonda Forbes.

25. ITB 2026-07 Pricing Pages 2026-07, Can agency confirm that all the individual items listed under the pricing pages are optional items ONLY and separate pricing should be provided instead of including it in the base bus price?

Answer: Items [C1A] through [B26] are listed on the pricing pages for each bus configuration on separate tabs of the Excel pricing pages workbook. They should be priced individually as optional equipment, unless the item is marked 'STD' for standard equipment, which is included in the base price of the bus.

26. ITB 2026-07 Pricing Pages 2026-07, Can the agency clarify in which category should the Electric Type D models with Rear Motor be bid?

Answer: RIDE Mobility LLC has not met the certification requirements of rule 6A-3.003, Florida Administrative Code— Certification as to Specifications of School Buses for its Type D model school bus. RIDE only submitted certified statements for its Type A and Type C electric school buses. Therefore, only RIDE Type A and Type C electric school bus configurations were inspected by agency staff and approved for sale in the state of Florida.

27. ITB 2026-07 Pricing Pages 2026-07, Pro Lo Hatch, Can agency clarify whether If the Pro Lo Hatch is the same as emergency roof hatch? Is there a specific brand required?

Answer: A Pro Lo Hatch is a low-profile roof hatch typically offered as optional equipment and priced above the standard roof hatch.

28. ITB 2026-07 Pricing Pages 2026-07, Vandal Box w/Key, Can the agency provide more details about the Vandal Box w/Key? What is the purpose? What location will the box be installed?

Answer:

- The vandal box is a lockable compartment used by the driver to secure personal belongings.
- See page III-16 of the Florida School Bus Specifications.

VANDAL BOX, SIDE MOUNTED

There must be installed on all Types C and D buses an equipment compartment on the ceiling above the driver's side window, measuring approximately 1,600 cubic inches. The compartment must have a door with a positive latch and a keyed-alike lock. No safety equipment shall be mounted inside this compartment.

29. ITB 2026-07 Pricing Pages 2026-07, Bus Lock Up system, Can the agency provide more details about the Bus Lock Up system? What is the purpose and functionality needed here?

Answer:

- **BUS LOCKUP SYSTEM:** See page III-16 of the Florida School Bus Specifications.
- There shall be an approved option whereby a bus can be locked at the emergency door as well as the entrance door. An ignition interlock is required for the emergency door to prevent the bus from starting if the emergency door or rear window (on RE units) is locked. This body option must be keyed alike with any other body option requiring the use of a key.

Potential proposers have 72 hours from posting of addenda to protest the requirements of each addendum. Failure to file a protest within the time prescribed in Section 120.57(3), or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120, Florida Statutes.

**YOUR BID WILL NOT BE COMPLETE WITHOUT THIS DOCUMENT
SIGNED AND INCLUDED!**

Company Name: MATTHEWS BUS ALLIANCE, INC.

Vendor Name – written: Glenn Matthews

Authorized Signature: _____

Mailing Address: 4802 WEST COLONIAL DRIVE

City, State & Zip Code: ORLANDO, FL 32808

Telephone: 800-330-1175 E-Mail Address: G.MATTHEWS@MATTHEWSBUSESFLORIDA.COM



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, MBA Footnotes

Dear Ms. Forbes:

MBA Footnotes 2026-07

1. Straight Floor option requires Air Ride Rear Suspension and low profile tires (C10). *Note: Does not include track seating or floor track.*
2. 100 gallon tanks in some Type C configurations may require option C10 air ride suspension due to option content. 100 Gallon tank may affect availability of thru luggage compartments. Please consult dealer to confirm compatibility of these options prior to issuing Purchase Order(s).
3. When ordering under-seat rear heaters for lift configurations customer should consult dealer. Heater's location and size (40,000 BTU rear wall mount) may be only possible location for the rear heater.
4. S.T.A.R.S. mounting replaces the standard w/c tie down positions and adds 2 seats per position. S.T.A.R.S. without seats leaves the w/c positions empty (phantom seats). Additional tie downs can be purchased thru the parts department.
5. Jouley electric has an A/C system of AC-121133T 126k BTU-Free Blow system.
6. ISO – first 3 rows are standard. Additional ISO latch seats may reduce the capacity. Please consult.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Copyright Waiver

Dear Ms. Forbes:

This letter is to allow the reproduction of any copyrighted material included within the Matthews Bus Alliance, Inc. (FEID# 81-4572887) bid response required in Section 4.7 for ITB 2026-07.

Respectfully submitted,



Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Conflict of Interest and Disclosure

Dear Ms. Forbes:

Matthews Bus Alliance, Inc., certifies that no officer, director, employee or agent is also an employee of any State of Florida agency. In addition, it has been determined that, to the best of our knowledge, no Florida State employee owns, directly or indirectly, an interest of five percent (5%) or more in Matthews Bus Alliance, Inc., or any of its branches or affiliates.

Matthews Bus Alliance, Inc. does not retain the services of any state employee, agent, lobbyist, previous employees of the Department, or any other person who has received or will receive compensation of any kind, or who has registered or is required to register under 112.3215 Florida Statutes, in seeking to influence the actions of the Department in connection with ITB #2026-07.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Diagnostic Software

Dear Ms. Forbes:

Matthews Bus Alliance, Inc. is offering diagnostic software tools (for communication between bus and computer) as optional equipment. However, please note that Thomas Bus body and chassis site access for parts and wiring diagrams (except Allison Transmission and Engine Specific Software) will be provided online for each district purchasing a Thomas Built Bus. This is available with a simple online registration for each user and administered by your Thomas Dealer and will include site registration only and not a diagnostic reader or communication tool.

Respectfully submitted,



Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Web Portal Access

Dear Ms. Forbes:

Thomas Built Buses will be providing Parts and Service Manuals via online access to a website. This website, <http://www.thomasbusonline.com>, will be made available to all entities that purchase a Thomas Built Bus as well as the FLDOE STMS.

Access to this site is granted after completing a registration form and submitting to your designated Florida Thomas Dealer.

Respectfully submitted,

A blue ink signature of Glenn Matthews, consisting of a stylized 'G' and 'M' followed by a horizontal line.

Glenn Matthews
President
Matthews Bus Alliance, Inc.



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11/13/2025

Rhonda Forbes
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Electrification Engine Alternative Fuel Engines

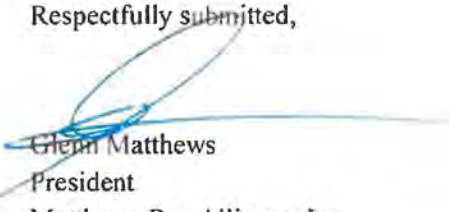
Dear Ms. Forbes:

This letter is to certify that Matthews Bus Alliance, Inc., has an Optional Electric Fuel Engine Option Description as required in ITB 2026-07, Page 30, Section 7.25. Pricing recorded on pricing pages Tabs "OptEngPricing". See Appendix I & II for additional information.

Bus will meet all Florida School Bus Specifications; Revised 2026.

- Electrification
 - Proterra Motor

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



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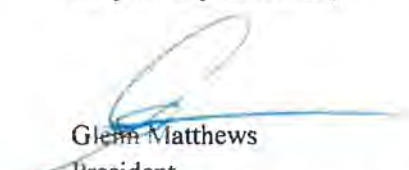
RE: ITB #2026-07, Bus Warranty

Dear Ms. Forbes:

This letter is to specify that all buses supplied via Florida ITB 2026-07 will be provided with a limited 5 year bumper-to-bumper chassis & body warranty. This limited warranty covers all components with exception to normal wear and tear consumable items which include but are not limited to: tires, batteries, belts, hoses, brake lining material, seals and items covered by specified extended warranties as stated in the Florida School Bus Specifications 2026-07 specifications, Revised 2026.

Note: Limited Rifled Air Conditioning (RAC) A/C Systems as listed on the Additional Optional Air-Conditioning Pricing Pages include a 6 year (150,000 miles) warranty with the exception of Type A, which carries a standard 5 year warranty.

Respectfully submitted,


Glenn Matthews
President
Matthews Bus Alliance, Inc.



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The Air Conditioning Maintenance form is a guideline to keep system performance at a maximum level. By following the check list, you will ensure that there is sufficient heat transfer and proper air flow. A properly maintained system will ensure maximum cooling, durability, and performance. NOTE: In order to maintain standard and extended RAC warranties for ITB: FL-DOE 2026-07 these guidelines must be followed and noted on the required RAC Air Conditioning Maintenance Form:

- **Compressor Belt(s):** Properly tension-ed belts ensure maximum compressor performance and belt life.
- **Condenser Coil (s):** Properly maintain and clean condenser coils to ensure maximum heat transfer and system performance.
- **Condenser Fan (s):** Inspect and ensure proper air flow across condenser coils which allows efficient heat transfer and ensure all fans are working when compressor is engaged.
- **Drain Lines:** Inspect and ensure that properly routed drain lines keep water from collecting in the evaporator drain pan.
- **Evaporator Coil (s) and Filter:** Properly maintain and clean evaporator coil and filters to ensure maximum heat transfer and peak system performance.
- **Evaporator Blower (s):** Inspect and ensure proper air flow across evaporator coils, which allows efficient heat transfer.
- **Refrigerant Hoses:** Inspect and ensure proper hose routing and support to prevent the possibility of refrigerant leaks.
- **Refrigerant Sight glass:** A properly maintained system will ensure the absence of moisture. Inspect sight glasses. Deep Green or Purple = Absence of Moisture, Yellow or Pink = Moisture is present.

INITIAL: 
11/13/2025

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FL-DOE 2026-07 Required RAC Air Conditioning Maintenance Form:
 (NOTE: Systems must be maintained and recorded below per FLDOE requirements and RAC Mfg requirements in order to maintain RAC standard limited warranty and MBA extended warranties offered)

Bus # _____ Mileage _____ RO# _____ Date _____

Inspection Items	Deficiencies	Mechanic Initials	Schedule
Compressor Drive Belt (s) Tension, Condition, Routing			Monthly
Compressor (s) Clutch, Mounting, Leaks, Noise			Monthly
Condenser Coil (s) Condition, Debris, Mounting, Leaks			Yearly
Condenser Coil (s) Clean with non-caustic cleaner			Yearly
Condenser Fan (s) Operation, Debris, Mounting, Wiring			Monthly
Drain Line (s) Restriction and Debris			Monthly
Evaporator Coil (s) and Inlet Air Filter (s) Condition, Cleanliness, Leaks			Monthly
Evaporator Coil (s) Clean with non-caustic cleaner			Yearly
Evaporator Blower and Housing (s) Operation and Mounting			Monthly
Refrigerant Hoses Routing, Leaks, Condition, Clamps			Monthly
Refrigerant Sight glass Charge and Moisture			Monthly
Refrigerant Leaks Oil stains or wetness			Monthly
Overall System Performance Air Temperature At Evaporators Ambient _____ Front _____ Rear _____			Yearly

Inspector Signature _____ Certification # _____ Date _____

INITIAL: _____

11/13/2025

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RIFLED AIR CONDITIONING SYSTEMS
Industry Leader in Product Innovation
LIMITED WARRANTY
and WARRANTY DISCLAIMER
for the Rifled Tube Coil Air Conditioning System Product

1. LIMITED WARRANTY.

RIFLED AIR CONDITIONING SYSTEMS (RAC) hereby warrants its unique high efficiency, high performance Rifled Coil Vehicle Air Conditioning System ("Product") to the original purchaser ("Purchaser") when installed in a Motor Coach vehicle application in either the U.S. or Canada. WARRANTY OFFERED HEREIN APPLIES ONLY TO DEFECTS IN MATERIALS AND WORKMANSHIP, with the decision to repair or replace parts covered herein to be at the sole discretion of RAC.

2. WARRANTY PERIOD.

Beginning the day the RAC product purchased is installed on and in a Commercial Coach, Recreational Vehicle or School Bus, including the Refrigerant Compressor, is warranted for a minimum period of 60 months (5 Years). All Rifled Coils used in both the Evaporator(s) and Condenser(s) are warranted for 60 months (5 Years). This warranty offering is without limitation to either vehicle distance traveled or operating hours accrued.

3. WARRANTY COVERAGE.

This warranty specifically covers all major components of the Product either manufactured by, or under the direction of, RAC, such as, but not limited to, the Freon Refrigerant Compressor(s), Evaporator(s) and Condenser(s). The cost of replacing refrigerant is covered ONLY if the Freon loss was due to a defective part covered under warranty. Any item repaired or replaced under warranty will remain under warranty until the end of the original warranty period as described in item 2 above, or for 90 days from the date of repair or replacement, whichever is longer.

4. ITEMS NOT COVERED BY WARRANTY.

Excluded from warranty are RAC Products Improperly installed, modified in any way without prior written approval from RAC, disassembled or tampered with by anyone other than RAC, and products damaged by negligence, misuse, abuse, accident, chemical corrosion, fire, water, explosion or vandalism. Products damaged by the original purchaser or any other third party, including a vehicle dealer or service facility while performing work, are not warranted by RAC. Service items requiring either replacement or adjustment such as, but not limited to, filters, belts, lubricants, etc. are not covered under warranty. This warranty does not apply to any RAC Air Conditioning system not properly serviced according to manufacturer recommendation and/or specification. (See any AC Addendum's provided with any state bids i.e., FL DOE) Any cost incurred by the Purchaser including damage to or loss of vehicle, or any part thereof, for transporting the vehicle

to a RAC dealer or service center, loss of time or operating revenue or cost of using an alternate replacement vehicle is not covered. Product failures as the result of an Act of God, such as, but not limited to, lightning, earthquake, windstorm, tornado, hurricane or flood are not covered. RAC has a formal company policy to continually improve the design and reliability of all its products. Should the design of the product purchased be changed at some future date, RAC has no obligation to the Purchaser to "upgrade" the product purchased to a new specification standard.

5. OBTAINING WARRANTY SERVICE.

To obtain warranty service for the RAC product covered herein, the product purchased must be returned to any authorized RAC dealer or service center. All warranty claims shall be within the stated warranty period. Person applying for warranty service shall provide proper documentation that he (or she) is both the original owner and date warranty commenced.

6. COMPLETE WARRANTY.

THE WARRANTY OFFERED AND DESCRIBED HEREIN IS THE COMPLETE WARRANTY FOR THE PRODUCT AND IS IN LIEU OF ALL OTHER WARRANTIES, EITHER EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY IMPLIED WARRANTY OF MERCHANTABILITY OF FITNESS OR ABILITY TO SUCCESSFULLY PERFORM A SPECIFIC PURPOSE OR JOB APPLICATION; AND RAC HEREBY DISCLAIMS AND BUYER (whether OEM, Dealer or End User Purchaser) HEREBY WAIVES ANY OBLIGATION, LIABILITY, RIGHT, CLAIM, OR DEMAND IN CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, PATENT INFRINGEMENT, OR OTHERWISE WITH RESPECT TO THE RAC PRODUCT FURNISHED.

7. AUTHORITY TO CHANGE OR MODIFY.

The warranty described and defined herein can only be changed or modified by RAC personnel. This includes all terms, conditions, limitations, rights or obligations. Should RAC offer a different warranty in the future, it shall apply ONLY to products sold when it is effect, and the terms, conditions and limitations of this warranty will not be transferable or subject to upgrading.

RIFLED AIR CONDITIONING SYSTEMS ®
2810 Earham Place
High Point, N.C. 27263
800-627-1707 or 336-434-1000
FAX: 336 / 861 - 4646
59 10-1
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Limited Warranty

Collins warrants each new bus body to be free from defects in material and workmanship under normal use and service within the expressed time and mileage limits set forth herein.

1. **What is Covered by this Warranty?** Collins warrants to the original purchaser only, that the bus that is the subject of this sale and all other original components manufactured by Collins are free from defects in material and workmanship. The duration of warranties offered here in are as follows:
 - A. For a period of five (5) years from the date of delivery or 100,000 miles, whichever occurs first, Collins warrants the:
 - a. Body shell (including structural metal components welded or riveted together forming the floor, side walls, roof, front or end caps) to be free from defects in structural integrity, including rust-through.
 - b. School bus seat frames and barrier frames to be free from defects in structural integrity.
 - B. For a period of two (2) years from the date of delivery or 24,000 miles, whichever occurs first, Collins warrants all other components manufactured by Collins.
 - C. For a period of one (1) year from the date of delivery or 12,000 miles, whichever occurs first, Collins warrants all other components not covered by A and B above, except for the chassis, the wheelchair lift (if applicable), and the air conditioner system which are warranted by their manufacturers with copies of said warranties supplied with each new bus.

If the purchaser discovers within any of the applicable periods a defect in material or workmanship, they must notify Collins promptly in writing. In no event shall such notification be received by Collins later than one (1) month after the applicable warranty period or one month after the applicable mileage, whichever comes first. Within a reasonable time such notification, Collins will correct any defect in material or workmanship with either new or used replacement parts, at Collins' option. Such repair, including both parts and labor, is Collins' expense. All warranty work is subject to the designated service center will be at the purchaser's expense and is not included as a cost of repair covered by this warranty. These remedies are the purchaser's exclusive remedies for breach of warranty.

2. **What is Not Covered by this Warranty?** Collins does not warrant (a) any product, components or parts not manufactured by Collins, including but not limited to the chassis or any chassis part, (b) damage caused by use of the bus body for purposes other than those for which it was designed, (c) damage caused by accident or the negligence of the purchaser or any third party or by disasters such as fire, flood, wind, and lightning, (d) damage caused by the purchaser's failure to provide normal preventive maintenance as customarily accepted in the industry or as set forth in maintenance guidelines, (e) filters, belts or other parts which are a part of normal maintenance replacement, (f) damaged caused by unauthorized or improper installation of attachments repairs modifications, or alterations, including but not limited to aftermarket conversions such as four-wheel drive (4WD) systems, electric or hybrid power train conversions, suspension lifts, frame alterations, or other structural or mechanical changes to the vehicle, (h) damage caused by replacement of original parts or components with unauthorized substitutes, (i) damage during shipment, or (j) any other abuse or misuse by the purchaser (k) damage caused by exposure to contaminants, corrosives, salt, chemicals, irradiation or environmental or atmospheric conditions, (l) tires carry only the warranty of their manufacturer. Collins makes no warranty whatsoever concerning tires.
3. **Disclaimer of Warranty.** THE FOREGOING WARRANTIES ARE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.
4. **Limitation of Remedies.** In no case shall Collins be liable for any special, incidental, or consequential damages based upon breach of warranty, breach of contract, negligence, strict tort, or any other legal theory. Such damages include, but are not limited to, loss of profits, loss of savings or revenue, loss of use of the bus body or any associated equipment, cost of any substitute bus body, equipment, facilities or services, downtime, the claims of third parties including customers, and injury to property. This limitation does not apply to claims for personal injury. Some states do not allow limits on warranties, or on remedies for the breach in certain transactions. In such states, the limits in this paragraph and in paragraph (3) may not apply.
5. **Warranty Claim Procedure.** The Purchaser must notify Collins through the dealer portal, prior to any warranty work. Collins will provide the purchaser with further instructions on how to proceed with such a warranty claim.
6. **Time Limit for Bringing Suit.** Any action for breach warranty must commence within 15 months following delivery of the vehicle or within the first three (3) months following the first 12,000 miles, whichever comes first.
7. **No Other Warranties.** Unless modified in writing and signed by both parties, this agreement is understood to be the complete and exclusive agreement between parties, superseding all the prior agreements, oral or written, and all other communications between the parties (including without limitation any terms and conditions contained in any purchase order or sales invoice issued pursuant to the sale of this bus body) relating to the subject matter of this agreement. No employee of Collins or any other party is authorized to make any warranty in addition to those made in this agreement.
8. **Warranty Registration.** This warranty is conditioned upon receipt by Collins of a completed and signed warranty customer acceptance within two weeks of delivery. It is the obligation of the purchaser to sign the customer acceptance card and attached it to the warranty registration in Forest River dealer connect within the two weeks following delivery.



LIMITED LIFETIME PAINT WARRANTY

1. What is Covered By This Warranty? Collins warrants, to the original purchaser only, that the bus body that is the subject of this sale is effectively painted and free from coating defects in material and workmanship and further warrants that the bus body will remain free of paint defects. The duration of the warranty is for the life of the vehicle, limited however to the original purchaser commencing with the date the bus is painted by CBC. The obligation of CBC is to provide paint material and application labor according to this schedule:

- (I) Material for life of vehicle
- (II) Cost of repair labor covered in full during the first three years of the vehicle's life
- (III) 50% of the cost of repair labor in year four of the vehicle's life
- (IV) 25% of the cost of repair labor in year five of the vehicle's life

The warranty provided herein shall cover and extend to the following properties of the paint system:

- (A) Loss of adhesion of the paint system resulting in rust (less than rust grade 5, ASTM D 610-85)
- (B) Cracking of the paint system (as set forth in ASTM D 661-86)
- (C) Loss of adhesion of any element of the paint system resulting in appearance below standards set out in ASTM D 1654-79A
- (D) Fading or loss of gloss below standards set out in ASTM D 659-86, value number 4 or lower

If within the warranty period, the purchaser discovers a defect in material or workmanship, it must promptly notify Collins in writing. In no event shall CBC be obligated to accept such notification unless it is received by Collins no later than one month following the expiration of the warranty period. Within a reasonable time after such notification, Collins will correct any defect in material or workmanship. Such repair, including both paint materials and labor, is at Collins's expense according to the schedule listed. All warranty work is subject to Collins or its agent's prior examination and approval and will be performed by Collins or its agents at service centers designated by Collins or its paint vendor. All transportation to and from the designated service center will be at the purchaser's expense and is not included as a cost of repair covered by this warranty. These remedies are the purchaser's exclusive remedies for breach of warranty.

2. What is Not Covered by This Warranty? Collins does not warrant (a) the exterior finish on trim or any fiberglass components, including but not limited to hardware moldings, windows, mirrors, lights and other appointments and accessories, (b) any product finishes, component finishes or finishes of parts not manufactured by CBC including the chassis, (c) damage caused by use of the bus body for purposes other than those for which it was designed, (d) damage caused by accident or the negligence of the purchaser or any third party or by disasters such as fire, flood, wind, lightning, acid rain, and industrial fallout, (e) damage caused by the purchaser's failure to provide normal preventive maintenance as customarily accepted in the industry or as set forth in maintenance guidelines, (f) damage caused by unauthorized or improper installation of attachments, repair, modifications or alterations, (g) damage caused by replacement of original parts or components with unauthorized substitutes, (h) damage during shipment (i) damage caused by abrasion or external foreign objects, (j) decals, stickers, name plates, pin stripes, or damage caused by application or removal of the same, (k) damage resulting from dissimilar metal contact corrosion, or crevice corrosion, (l) and other abuse or misuse by the purchaser, (m) damage caused by exposure to contaminants, corrosives, salt, chemicals, irradiation or environmental or atmospheric conditions

3. Disclaimer of Warranty. THE FOREGOING WARRANTIES ARE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

4. Limitation of Remedies. In no case shall Collins be liable for any special, incidental, or consequential damages based upon breach of warranty, breach of contract, negligence, strict tort, or any other legal theory. Such damages include, but are not limited to, loss of profits, loss of savings or revenue, loss of use of the coach body, equipment, facilities or services, downtime, the claims of third parties including customers, and injury to property. This limitation does not apply to claims for personal injury. Some states do not allow limits on warranties, or on remedies for breach in certain transactions. In such states, the limits in this paragraph and in paragraph (3) may not apply.

5. Warranty Claim Procedure. The purchaser must notify Collins through Forest River dealer connect prior to any warranty work. Collins will provide the purchaser with further instructions on how to proceed with such a warranty claim.

6. Time Limit for Bringing Suit. Any action for breach of warranty must commence within three months following the expiration of the warranty period.

7. No Other Warranties. Unless modified in a writing signed by both parties, this agreement is understood to be the complete and exclusive agreement between the parties, superseding all prior agreements, oral or written, and all other communications between the parties (including without limitation any terms and conditions contained in any purchase order or sales invoice issued pursuant to the sale of this coach body) relating to the subject matter of this agreement. No employee of Collins or any other party is authorized to make any warranty in addition to those made in this agreement.



Thor
BUILT BUSES

BECAUSE EVERY MILE MATTERS™

AN INNOVATIVE, INTEGRATED ePOWERTRAIN

Designed for enhanced performance
and power efficiency

At the heart of Jouley® Gen 2 is the 14Xe eAxle by Accelera™. The eAxle delivers high efficiency, dynamic driving performance and a streamlined design that's built to require less maintenance, making our latest electric school bus intelligently engineered and ready to lead its class.

An integrated ePowertrain for greater efficiency

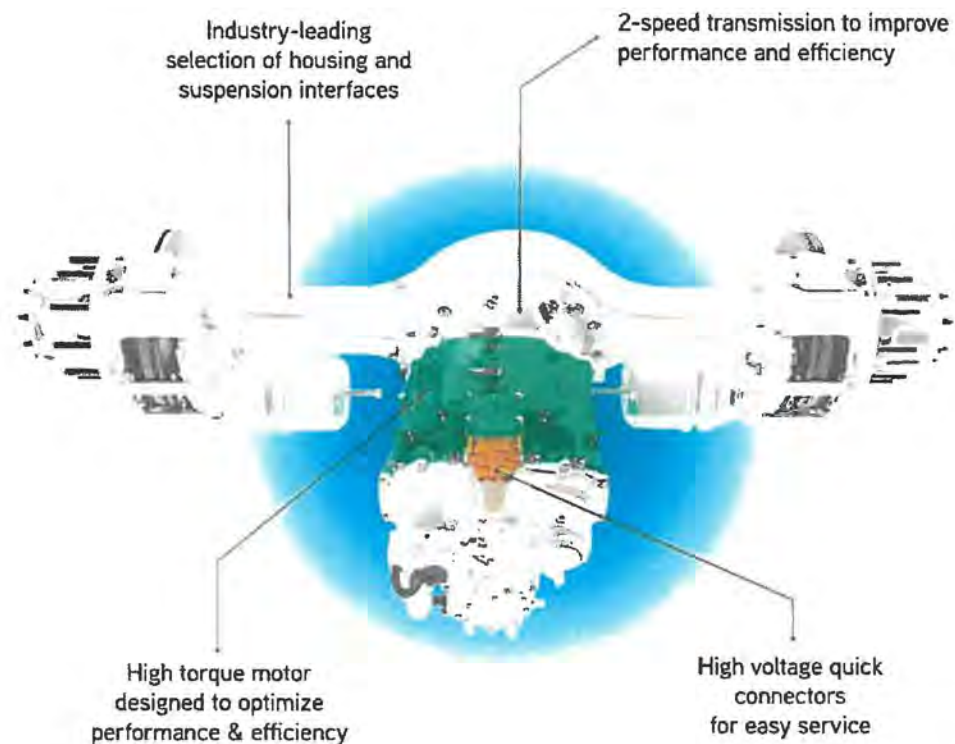
The 14Xe eAxle combines the motor, gearbox and power electronics into a single, compact unit, which reduces the weight of the drivetrain and improves vehicle efficiency.

A superior driving experience

Jouley® Gen 2's eAxle delivers power directly to the wheels, improving torque response, acceleration and maneuverability for a smoother, more dynamic driving experience.

Fewer components for more uptime and easier maintenance

With fewer mechanical parts than traditional drivetrains, the Accelera™ eAxle is designed to require less frequent maintenance, reducing overall service costs. Plus, since all of its components are centralized in one location, it's easier for maintenance technicians to service.





DOUBLE THE BATTERY VOLTAGE

The power behind the 14Xe eAxle:
A new, 800-volt battery system

Powerful performance

Increased battery voltage and an efficient eAxle work in concert to provide powerful, dynamic driving performance, including improved startability with a fully loaded bus and better gradeability for maneuvering on steep inclines.

Jouley® Gen 2	
Acceleration (0-60mph)	45 seconds
Max speed	45-75 (configurable in 5-mph increments)
Gradeability (6% grade)	30 mph
Startability	28% grade
High-voltage battery	800 volts
Range (estimated)	150 miles

Versatility for any fleet

Equipped with the 800-volt battery and the eAxle, Jouley® Gen 2 can support the addition of more components without impacting driving performance, ensuring reliable and efficient operation under all conditions.

EASY SERVICEABILITY

Listening to customer feedback to make maintenance even simpler.

Jouley® Gen 2 incorporates several vehicle design enhancements that improve technicians' access to electrical components under the bus hood.

Easier access to the high-voltage junction box

The body heating loop coolant surge tank has been moved to the left side of the bus. This allows technicians clear access to the high-voltage junction box (HVJB), which contains all high-voltage relays, fuses and resistors for the vehicle.

Direct access to electrical components from inside the cab

A new 12-inch x 12-inch floor panel inside the cab provides direct access to the electrical connectors behind the high-voltage junction box and the battery packs between the frame rails.



NEW 219" WHEELBASE

A familiar electric school bus, now in a more versatile size.

The Accelerator 14Xe eAxle, along with the elimination of the driveshaft, enables Jouley® Gen 2 to have a 219-inch wheelbase (up to a 60-seat capacity). A bus with a shorter wheelbase is easy to maneuver in tight spaces, plus it allows for efficient route planning and a spacious fit inside service bays.

A MODERN DIGITAL DASH

A new LCD instrument cluster elevates the driving experience and simplifies service.

The redesigned LCD screen provides drivers with clear information about vehicle operation and safety, so they're aware of what's going on inside the school bus. The detailed interface also facilitates quick diagnostics and maintenance for service technicians.



Daimler Truck Financial

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DON'T JUST DRIVE THE FUTURE. POWER IT.

INTRODUCING THE SAF-T-LINER® C2 JOULEY® ELECTRIC BUS.



All of the attributes you would expect from the legendary C2, but with no vehicle emissions, no noise pollution and even greater savings on maintenance and fuel costs.

The Saf-T-Liner C2 Jouley electric bus, which is ideal for in-town routes, is the latest chapter in our 100-year legacy of moving the industry—and our customers—forward with proven, sustainable options.

THE SAF-T-LINER C2 JOULEY OFFERS

- Up to 138-mile operating range
- 226 kWh battery storage capacity
- Nominal charge in 2-3 hours at a DC charging station*



*To achieve advertised charging time, chargers must have an output of at least 75 amps.



What makes the Saf-T-Liner C2 Jouley amazing?

ULTRA-SAFE DESIGN

- Safety-first construction
- Specialized battery packaging for increased safety
- Zero emissions reduce exposure to harmful emissions
- Quiet operations eliminate driver distractions and increase awareness of what's going on inside the bus

VEHICLE PERFORMANCE

- Full OEM vehicle performance
- Top speed of 65 mph
- No change to driver behavior required with automated driver cycles
- Regenerative braking
- 226 kWh battery storage capacity

INNOVATIVE SOFTWARE TECHNOLOGIES

- Telematics system provides real-time fleet tracking, management and vehicle diagnostics
- Electronic control software interfaces with critical vehicle systems
- Includes fault detection and related management features
- Optimize battery economy while maintaining performance

SERVICE

- Comprehensive vehicle monitoring via telematics
- Predictive and real-time vehicle diagnostics for fleet managers
- Sales and service team support
- Less maintenance/service procedures required

REDUCED TOTAL COST OF OWNERSHIP

- Electric buses pay for themselves over a lifetime
- Reduced cost of fuel. Electricity is the lowest and most stable operating cost of any fuel
- Less mechanical failure vs. traditional vehicles due to simpler design
- Lower vehicle maintenance costs, including less frequent brake replacement, no oil changes and other savings

ELECTRIC SYSTEM

DC POWER

- 295 peak horsepower
- 0-60 mph acceleration in 49 seconds depending on final drive rear axle ratio
- Standard SAE J1772 charging protocol
- Over-the-air battery management software updates
- Power-Save/Economy mode to extend range when required
- Bilateral vehicle-to-grid capability
- 2-speed transmission
- Liquid cooled battery pack



Daimler Truck Financial

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SAF-T-LINER® C2 JOULEY ELECTRIC SCHOOL BUS

POWERED BY PROTERRA TECHNOLOGY

	Description	Value
VEHICLE SPECIFICATIONS		
Total energy	kWh	220
Operating efficiency*	kWh/mile	1.474
	MPGe	24.6
Range*	Nominal range in miles: total energy/ efficiency	Up to 149
	Operating range in miles: usable energy**/ efficiency	Up to 134
Top speed	mph	65
Acceleration	0-60 mph at GVW, seconds	49
Horsepower		295 peak, 170 continuous
Regen braking power		220 peak, 107 continuous
Motor		Proterra® ProDrive drivetrain; single 220kW permanent magnet drive motor
Transmission gearbox		Proterra 2-speed auto shift EV gearbox
Battery thermal management system		Liquid cooled
Battery pack enclosure		Ruggedized 10mm thick aluminum
Braking System		Regenerative braking, air disk brakes
Startability	grade	19%
CHARGING SPECIFICATIONS		
Type		Plug-in, DC fast charging
Standard		J1772 CCS Type-1
Charge power		up to 60 kW
Charging time (empty to full)		- 3 hours with 60kW charger
WARRANTY		
Battery capacity		8 years / 175,000 miles / 200,000 kWh of gross discharge throughput per pack
Battery materials & workmanship		8 years / unlimited miles
Drivetrain		5 years / 100,000 miles
Extended warranty for battery & drivetrain available		up to 10 years

* will vary with route conditions, weather, vehicle configuration and driver behavior.

**all vehicle batteries must be limited to useable capacity, to decrease degradation and optimize longevity



60 kW**PROTERRA®
CHARGING
SYSTEM****PROTERRA
ENERGY™**
FLEET SOLUTIONS**TECHNICAL SPECIFICATIONS**

ELECTRICAL INPUT	
Nominal Power – Continuous	66 kVA
Input Voltage	480VAC, 5-Wire WYE (L1, L2, L3, Neutral, Ground)
Input Current	79A @ 480VAC, 60Hz
Input Frequency	60 Hz
Power Factor	>0.995
Maximum Efficiency	>91% @ 800 V (DC output voltage dependent)
THD - Full Power	<3%
ELECTRICAL OUTPUT	
Output Power Capability – Continuous	60 kW
Output Voltage	270 – 870 VDC
Output Current	± 200ADC
Charging Module	Remote dispenser with vehicle interface
Max Number of Dispensers	4 dispensers for automated, sequential charging
Max Distance - PCS to Dispenser	500 ft 152 m
MECHANICAL	
Cooling	Air cooling
Weight	1400 lb 635 kg
Dimensions (W x D x H)	31.5 in x 23.6 in x 70.8 in 80 cm x 60 cm x 180 cm
Environmental Rating	NEMA 3R
Wall Clearance (Side, Back)	6 in, 1 in 15.24 cm, 2.54 cm
Adjacent Unit Clearance (Side, Back)	1 in, 1 in 2.54 cm, 2.54 cm
Door Clearance	Facing open space: 36 in 91.4 cm
	Facing open door: 48 in 121.9 cm
DISPENSER SPECIFICATIONS	
Dimensions - wall-mounted (W x D x H)	15.75 in x 8.5 in x 26.5 in 40 cm x 21.6 cm x 67.3 cm
Dimensions - pedestal-mounted (W x D x H)	15.75 in x 8.5 in x 58 in 40 cm x 21.6 cm x 147.3 cm
Weight (wall-mounted)	42 lb 19 kg
Weight (pedestal-mounted)	112 lbs 50.8 kg
Dispenser Installation	Wall or pedestal-mounted
Charging Cord Length	10 ft, 18 ft or 25 ft 3 m, 5.5 m, or 7.6 m
Wall Clearance (Side, Back)	0 in, 0 in 0 cm, 0 cm
Door Clearance (Facing open space, Facing another door)	36 in, 48 in 91.44 cm, 121.92 cm
ENVIRONMENTAL	
Operational Temperature Range	-4°F to 113°F -20°C to 45°C
Humidity	0% to 95%
Altitude	De-rates over 2000m above sea level
COMMUNICATIONS PROTOCOLS	
Remote Management	OCPP 1.6 via 4G Cellular
Compatible Charging Connections	J1772 CCS Type 1 universal plug-in
CERTIFICATIONS	
UL	2202, 2231, 1741 SA
Warranty	2 Years

• Standardized and Interoperable

• Modular and Scalable

• Multi-dispenser Capable

• Intelligent and Automated

Proterra is a leader in the design and manufacture of zero-emission electric transit vehicles and EV technology solutions for commercial applications. We provide a suite of products, services and financing options for a seamless transition to clean, quiet, battery-electric fleets. Proven through more than 11 million miles in service and rigorous U.S. independent testing, Proterra technology is designed for durability, safety and energy efficiency.



MADE IN THE USA

Distributed in partnership with



Because every mile matters

**PROTERRA**

proterra.com/contact-us



SAF-T-LINER® eHDX2
WATSON



Because every mile matters.™



MEET WATTSON™ — YOUR NEXT ELECTRIC SIDEKICK

Our first electric school bus with Type D DNA.

The Saf-T-Liner® eHDX2 Wattson delivers the advanced Type D features and forward-thinking innovations you expect from Thomas Built Buses.

Powered by an efficient eAxle and 800-volt battery system, Wattson expands on the legacy of our Saf-T-Liner® HDX2 with familiar Type D features, like Saf-T-Net construction for enhanced safety and a common parts platform for easier maintenance.

It's ready for the road ahead—and built for generations to come.

An innovative, integrated ePowertrain

At the heart of Wattson is the 14Xe™ eAxle by Accelera. With an optimized design and minimal moving parts, it helps Wattson deliver:

Powerful efficiency

An integrated ePowertrain delivers exceptional vehicle performance and reliability.

Dynamic driving performance

Direct power to the wheels provides strong torque, quick acceleration and smooth handling.

Simplified service

A streamlined design makes maintenance easier for technicians and helps reduce overall service costs.

800-volt battery system: the power behind the 14Xe™ eAxle

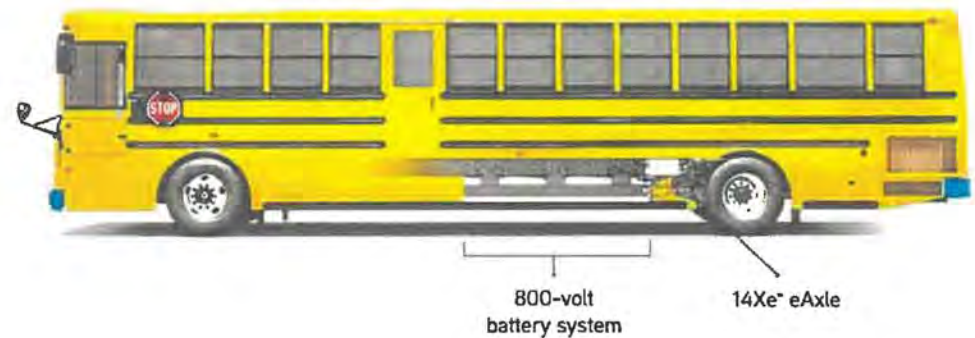
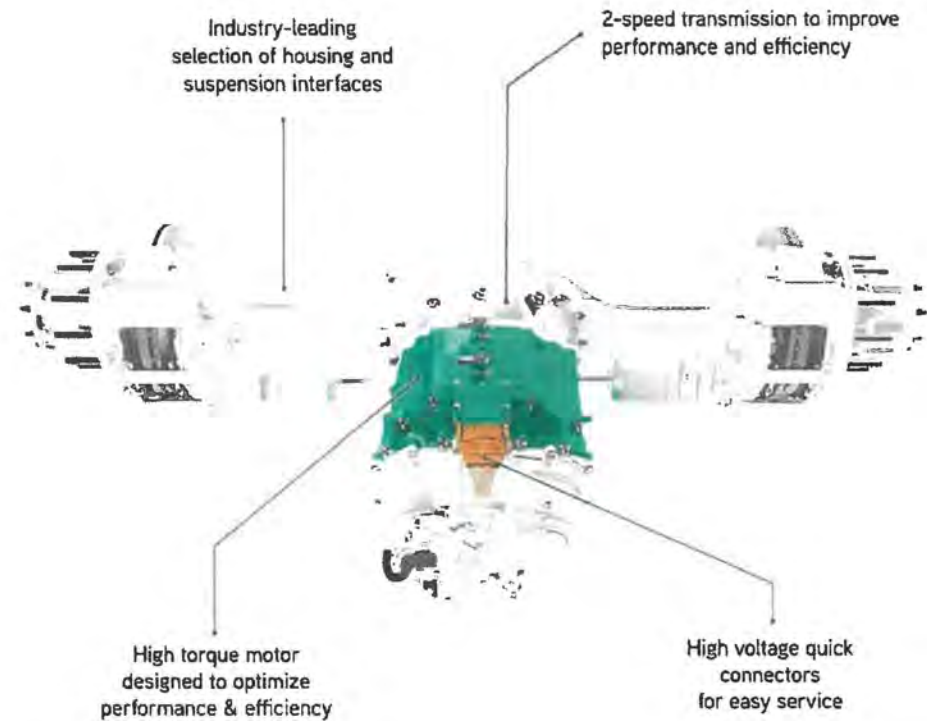
Powerful performance

High voltage and an efficient eAxle deliver stronger starts with full loads and confident handling on steep grades.

Saf-T-Liner® eHDX2 Wattson™	
Max speed	45-75 (configurable in 5-mph increments)
Gradeability (6% grade)	30 mph
Startability	28% grade
High-voltage battery	800 volts
Range up to	150 miles (estimated)

Versatility for any fleet

The 800-volt system can support the addition of school bus components without sacrificing performance, ensuring reliable operation in all conditions.



WATTSON™ KEY FEATURES



Optional onboard AC charging

In addition to DC fast charging, Wattson's onboard, 20kW AC charger offers a simple option to charge overnight, reduce infrastructure costs and keep buses ready each morning.



Digital dash

A modern LCD instrument cluster enhances the driving experience with clear vehicle insights and streamlines diagnostics for service technicians.



Luggage compartment options

Flexible storage solutions maximize passenger space and make Wattson just as practical for field trips and activities as it is for daily routes.



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North America

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MINO TOUR.



BODY SPECIFICATIONS

Passenger Capacity

→ Up to 30

Wheelbase

→ Ford® Chassis: 138" or 158"

→ GM® Chassis: 139" or 159"

GVWR

→ SRW 9,900 and 10,100 lbs

→ DRW 11,500 - 14,500 lbs

Engine Options

→ GM Gas 4.3L V6, 6.6L V8

→ Ford Gas 7.3L V8

Telematics

→ Zonar® V4™ advanced telematics system

Serious strength in a smaller package

Don't let the smaller size of the Minotour® fool you. With safety cage body construction, one-piece skirt-to-skirt roof bows and internal roof rails for rollover protection, the Minotour is just as strong, safe and roadworthy as larger members of the Thomas Built family.

Designed for both function and flexibility, the Minotour offers reliable, durable transportation in an incredibly adaptable bus. The spacious interior seats up to 30 people, and the Minotour can be easily configured to accommodate a wheelchair lift, multiple seating styles and flexible S.T.A.R.S. and track-mounted seating.

Above all, the Minotour conforms to the same high safety standards that characterize all Thomas Built buses. And unlike most passenger vans, the Minotour meets and exceeds all FMVSS and CMVSS for school buses, making it the perfect choice for schools, childcare centers, churches, and youth organizations.

MINOTOUR[®]

THOMASBUILTBUSES.COM/MINOTOUR

SAFETY

- Meets or exceeds FMVSS/CMVSS
- Built like a full-size school bus
- Safety cage body construction with one-piece skirt-to-skirt roof bows
- Two internal roof crash rails for rollover protection
- Daytime running lights
- Four-wheel anti-lock brakes
- 42" x 47" glass-paneled rear emergency door

DRIVABILITY

- 73" interior headroom
- Interior dome lights
- Driver-friendly ergonomic instrument panel
- 6" x 16" interior rearview mirror with padded edges
- Thermal poly fiber insulation
- Driver control panel placed overhead
- Manually operated front entrance door
- 306 square-inch Saf-T-Vue window
- Dash and rear A/C

TECHNOLOGY OPTIONS

- Zonar[®] Fleet Management Solutions

SERVICEABILITY

- Electronics mounted in interior service compartment with light
- Main circuit breaker located inside entrance door as master power to body, A/C and lift
- Access to lights from inside the bus

OPTIONS

- Wheelchair lift with 44" wide door
- Remote control/heated mirrors
- Driver's step
- Electrically operated front entrance door with auto reverse
- Various seating options:
 - bench seat without belts, with lap belts, with 3-point belts
 - latch
 - integrated child seat
 - coach-style seating
- Roof hatch
- Third center LED brake light
- Child reminder system
- Crossing arms
- Acoustical headlining
- Manual reset electrical circuit breakers
- White roof
- Reading lights
- Overhead book racks



Our ergonomic driver cockpit is designed to accommodate all drivers with an operator-friendly interior and instrument panel.



The Minotour supports a variety of rugged wheelchair lifts and features a 44" wide lift door.

The Saf-T-Vue Window offers 306 inches of glass next to the entrance door, providing an enhanced view of passengers entering and leaving the bus.



The S.T.A.R.S. Mounting System makes installing and removing seats easier and more cost-effective than ever.



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Minotour[®]

From after-school youth groups to senior center outings, a safe, comfortable mode of transportation is non-negotiable. That's why we equipped the compact Minotour with all the peace-of-mind features that come standard in our larger buses, like the one-piece skirt-to-skirt roof bows and the wrap-around bumper. And while safety comes standard in every Minotour, an impressive list of features can be customized to best serve your passengers. Since 1936, Thomas Built has been building safe buses to meet the needs of passengers, drivers and the community. And with one of the most extensive dealer networks in the industry, there's always support nearby when you need it.

SPECIFICATIONS

Passenger capacity

Up to 30

Wheelbase

Ford[®] Chassis: 138" or 158"

GM[®] Chassis: 139" or 159"

GVWR

SRW 10,100 lbs., DRW 10,050-14,500 lbs

Engine

GM gas 4.8L V8, 6.0L V8,

GM diesel 6.6L V8;

Ford gas 5.4L V8, 6.8L V10

Propane option

GM 6.0L LPG, with fully integrated liquid propane injection system

CNG option

GM 6.0L Vortec powered by IMPCO Automotive



Because every mile matters[™]

Minotour

SAFETY

- Meets or exceeds FMVSS/CMVSS
- Built like a full-size school bus
- Safety cage body construction with one-piece skirt-to-skirt roof bows
- Two internal roof crash rails for rollover protection
- Daytime running lights
- Four-wheel anti-lock brakes
- 42" x 47" glass-paneled rear emergency door

DRIVABILITY/COMFORT

- 73" interior headroom
- Interior dome lights
- Driver-friendly ergonomic instrument panel
- 6" x 16" interior rearview mirror with padded edges
- Thermal poly fiber insulation

DRIVER VISIBILITY

- Driver control panel placed overhead
- Manually-operated front entrance door
- 306 square-inch Saf-T-Vue window

SERVICEABILITY

- Electronics mounted in interior service compartment with light
- Main circuit breaker located inside entrance door as master power to body
- Access to lights from inside the bus

OPTIONS

- Wheelchair lift with 44" wide door
- Remote control/heated mirrors
- Driver's step
- Electrically-operated front entrance door
- Dash and rear A/C
- Various seat options available: bench seat without belts, with lap belts, with 3-point belts; latch; integrated child seat; or coach-style seating
- Roof hatch
- Third center LED brake light
- Child reminder system
- Acoustical headlining
- Manual reset electrical circuit breakers
- Reading lights
- Overhead book racks
- Exterior graphics



Integrated child seat with seatbelt is one of many seating options



Center aisle with optional book racks and coach-style seating



The Saf-T-Vue window offers 306 square inches of glass for optimal exterior visibility



Driver switches located overhead for easy access and enhanced loading visibility.



Visit thomasbus.com for more information.

1408 Courtesy Rd., High Point, NC 27260

Tel 336.889.4871

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SAF-T-LINER® C2

BODY SPECIFICATIONS

Passenger Capacity

→ Up to 81

Wheelbase

→ 158," 179," 199," 219," 238," 259," 279"

GVWR

→ Up to 33,000 lbs

Engine

- Detroit™ DD5™ engine (available late 2018)
 - 200 hp/560 lb-ft (2k or 3k transmission)
 - 220 hp/560 lb-ft (2k or 3k transmission)
 - 240 hp/660 lb-ft (2k or 3k transmission)
- Cummins® B6.7 200-260 hp
- Cummins® B6.7N with up to 240 hp
- DriveForce 8.0L LPG 339 hp

Telematics

- Zonar® V3™ advanced telematics system
- Detroit™ Connect™ available on DD5 engine (available late 2018)



Drive the future

The ultra-efficient Detroit™ DD5™ engine. Zonar® remote fleet management. The largest visibility footprint in the Type C category. State-of-the-art BusWise™ Technologies. These are just a few of the innovations that characterize the Saf-T-Liner® C2, the bus that revolutionized the school bus industry.

Why do we constantly challenge ourselves to develop the most advanced and intelligent school bus innovations on the market? We do it for the drivers who operate our buses, for the technicians who maintain them, for the school districts who invest in them, and for the schoolchildren who ride our buses every day. When we watch a C2 leave our factory, we love knowing that we're providing our customers the utmost in safety, efficiency and total cost of ownership. That's who we are at Thomas Built Buses.



Drive the future

THOMASBUILTBUSES.COM/C2

SAFETY

- Outstanding visibility and safety
- One piece bonded windshield with panoramic view
- Low sloping hood and low instrument panel
- A-pillar windows
- Largest visibility footprint in type C category
- Saf-T-Net construction
 - Side skirt reinforcement
 - Rafter system
 - Extended roof bows
- Double-bolted body mounting clips
- Fuel tank mounted between frame rails
- Saf-T-Bond adhesive joints
- 33.3" high windows
- Meets or exceeds FMVSS/CMVSS

SERVICEABILITY

- Numbered fault code system for diagnostics
- Automated light checking system
- Mechanically fastened warning lights
- Easy "walk-in access" to engine compartment
- Passenger windows removable with only four screws
- Comprehensive DiagnosticLink® software
- Cummins® Stay Warm Feature to reduce DPF maintenance issues

DRIVABILITY

- Up to 55-degree wheel cut*
 - Tapered leaf suspension
 - Obstruction-free open driver's area
 - Large overhead driver storage compartments
 - Side storage for clipboards and personal items
 - Customizable driver smart switch placement
 - Non-reflective instrument panel
 - Automotive-style heating and ventilation controls
 - 78" full-height headroom
 - Saf-T-Vue passenger loading window
 - Low profile aerodynamic hood
 - Instrument panel visibility through steering wheel
- *depending on vehicle specifications

TECHNOLOGY OPTIONS

- BusWise Technologies platform
 - Zonar telematics system
 - PV360® camera
 - Collision avoidance systems
 - WiFi
 - Tire pressure monitoring system
 - Electronic Stability Control (ESC)
- Detroit™ Connect Virtual Technician™ remote diagnostics service (available with DD5 engine only)

OPTIONS

- Tilt and telescoping steering wheel
- Adjustable pedals
- Air suspension driver's seat with available heating
- Air ride suspension
- Air disc brakes
- Variety of AM/FM radio options with PA, Bluetooth, Weatherband, and speed sensing volume controls
- Remote control/heated mirrors
- In dash HVAC
- Variety of seating options:
 - Bench seat without belts, with lap belts or with three-point belts
 - Latch seat
 - Integrated child seat
 - Coach-style seat
- LED light packages
- Engine exhaust brake
- Acoustical ceiling
- Luggage compartments
- Overhead book racks
- Reading lights
- Tinted windows
- Severe duty wiring harness
- Soft open/close hood
- Automatic headlights
- Trash can
- Cup holders
- FleetShield™ corrosion protection



New LED light option increases efficiency, brightness and longevity reducing your TCO.



The PV360 multi-camera provides a 360° view of virtually everything surrounding the C2.



Optional tilt and telescoping steering wheel and optional adjustable pedals give drivers of all sizes the comfort they deserve.



25% improved visibility versus the typical Type C bus.



FOLLOW US



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C2

Finding the right bus to transport your group is a lot of responsibility. You need something safe, reliable and versatile. Our Saf-T-Liner® C2 can be customized to meet your specific needs with unique features like coach-style seating, overhead roof racks, video systems and tinted windows. The C2 continues to redefine industry standards, featuring outstanding maneuverability, state-of-the-art driver ergonomics and the most visibility among all Type C buses. And with one of the most extensive dealer networks in the industry, there's always support nearby when you need it. Innovation leads to great things at Thomas Built Buses. Namely, a better bus for everyone.

SPECIFICATIONS

Passenger capacity

Up to 81

Wheelbase

158", 179", 199", 219", 238", 259", 279"

GVWR

Up to 33,000 lbs.

Engine options

Detroit® DDS™ engine 200-240 HP

Cummins® B6.7 200-260 HP

Propane options

DriveForce 8.0L V-8 LPG 339 HP

DriveForce 8.8L LPG 270 HP

CNG option

Cummins® B6.7N with up to 240 HP



Because every mile matters.™

C2

SAFETY

- Saf-T-Net construction
 - Side skirt reinforcement
 - Extended roof bows
 - Welded header and rafter system
- Double bolted body mounting clips
- Fuel tank mounted between frame rails
- One-piece bonded windshield
- Saf-T-Bond adhesive joints
- Meets or exceeds FMVSS

DRIVABILITY/COMFORT

- Up to 55-degree wheel cut
- Tapered leaf suspension
- Open driver's area without obstructions
- Additional leg room
- Large overhead driver's storage compartments
- Side storage for clipboards and personal objects
- Adjustable seat belt
- Interchangeable driver Smart Switch placement
- Non-reflective instrument panel
- LED backlit gauges
- Automotive-style heating and ventilation controls
- Automatic entrance door
- Full height 78" headroom
- 33.3" high windows

DRIVER VISIBILITY

- 25% improved visibility over typical Type C bus
- Saf-T-Vue passenger loading window
- Low profile aerodynamic hood
- Low instrument panel
- Overlapping windshield wipers

SERVICEABILITY

- Complete multiplex system, numbered fault code system
- Automated light checking system
- Easy "walk-in access" to engine compartment
- Easy access to the windshield wiper motor and linkage

OPTIONS

- Wheelchair lift
- Tilt and telescoping steering wheel
- Adjustable pedals
- Air suspension driver's seat
- Air ride suspension
- Heated driver's seat
- Cupholder
- AM/FM radio/CD/PA
- Remote control/heated mirrors
- Duct vented dash A/C
- Various seat options available: bench seat without belts, with lap belts, with 3-point belts; latch; integrated child seat; or coach-style seating
- Child reminder system
- LED light packages
- Engine exhaust brake
- Acoustical ceiling
- Luggage compartments
- Overhead book racks
- Reading lights*
- Tinted windows
- Staggered passenger seating
- Customizable paint designs*
- Video systems*

* Some options only available through dealerships



Our largest-in-class windshield increases loading zone visibility to keep your passengers safe



The cockpit features increased overhead storage space and improved interior rearview mirror placement



Optional tilt and telescoping steering wheel and optional adjustable pedals give drivers of all sizes the comfort they deserve



Coach-style seating provides passenger comfort for every type of trip



Visit ThomasBuiltBuses.com for more information

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BECAUSE EVERY MILE MATTERS™



THE NEXT GENERATION OF TYPE D SCHOOL BUS DESIGN

Introducing the Saf-T-Liner® HDX2.

The HDX2 utilizes materials, features and manufacturing processes from our industry-leading Saf-T-Liner® C2 to create a Type D bus that's easier to maintain and built with an even stronger body construction.

We're committed to leading the way to what's next in Type D school bus design – and the HDX2 is ready to deliver.

Inspired by the industry-leading C2 – and built to match.

Our improved HDX2 represents a new way forward in Type D school bus design – plus all the best design features of the C2:

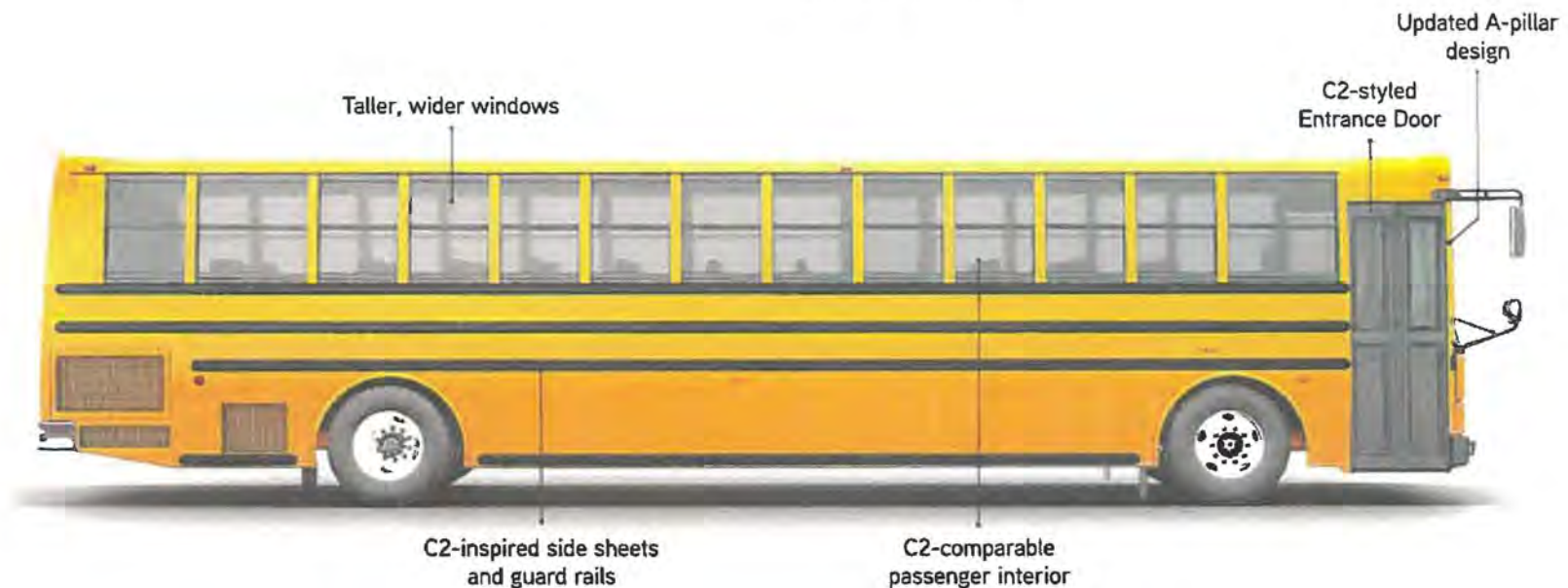
- **Saf-T-Net construction** technology ensures optimum frame strength and maximum passenger safety
- **High-quality adhesive construction**
- **Automated paint application** for a high-quality, durable exterior
- **Streamlined wiring harnesses** make servicing electrical components easier

A common parts platform that makes your world easier.

From windows to door components, the HDX2 shares a range of design features with the C2. That means fewer parts for dealers and customers to keep in inventory, and even more affordable parts and service for school bus fleets.

A Type D bus designed for the future.

The HDX2 is more than just the future of our Type D line of school buses. It's ready for the future. When you choose Thomas Built, you can be confident that you're getting a Type D bus that's compatible with the technologies and innovations of today – and tomorrow.



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HDX

Pack up the local ski team, youth group or brass band. The Saf-T-Liner® HDX from Thomas Built Buses was designed to make even the longest bus excursion feel like a quick jaunt. Heavy-duty shock absorbers take on any terrain, from mountain roads to narrow city streets, while the rear engine design keeps the ride nice and quiet for the driver. Options like coach-style seating, pass-through underbody storage, overhead book racks and air conditioning add comfort for up to 90 passengers. Yet, for all the attention we pay to comfort, nothing is more important than our unwavering commitment to safety, demonstrated by our drive to meet or often exceed FMVSS. And with one of the most extensive dealer networks in the industry, there's always support nearby when you need it.

SPECIFICATIONS

Passenger capacity

Up to 90

Wheelbase

181", 209", 238", 267", 277"

GVWR

Up to 36,200 lbs.

Engine options

Detroit® DD8™ 260-300 HP

Cummins® B6.7 220-300 HP

Cummins® L9 260-300 HP

CNG option

Cummins® L9N 250-280 HP



Because every mile matters.™

HDX

SAFETY

- Meets or exceeds FMVSS
- Roof bows extend to bottom of side panels
- Double rear bumper with exterior contoured steel bumper
- Double-bolted body mounting clips
- Fuel tank mounted between frame rails

DRIVABILITY/COMFORT

- Ergonomic driver's dash and switch panel
- Easy-to-read offset gauge cluster
- Tilt and telescoping steering wheel
- Suspended brake and accelerator pedals
- Foot rest
- 45-degree steering angle
- Sound isolator over engine
- 78" headroom

DRIVER VISIBILITY

- Large two-piece curved bonded windshield
- Specially-developed integrated mirror system

SERVICEABILITY

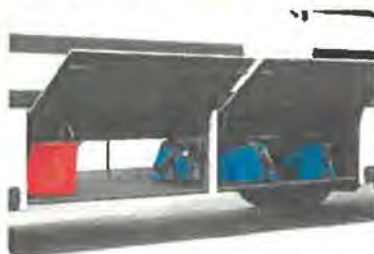
- Exterior electrical access door
- Streamlined electrical center for easy identification and access
- Customer accessory module for aftermarket component hookup
- Fuse relay centers provide circuit protection and easy diagnostics
- Front access panel
- Drop-frame design at engine location
- Engine compartment accessible via three doors plus access panel
- Easy access to fluids
- Display of fault codes in dash
- Lights equipped with plug-in connectors

OPTIONS

- Wheelchair lift
 - Adjustable pedals
 - Air suspension driver's seat
 - Air ride suspension
 - AM/FM radio/CD/PA
 - Remote control/heated mirrors
 - Reading lights
 - Various seat options available: bench seat without belts, with lap belts, with 3-point belts; latch; integrated child seats; or coach-style seating
 - Child reminder system
 - LED light packages
 - Acoustical ceiling
 - Underbody pass-through storage area
 - Overhead book racks
 - Tinted windows
 - Staggered passenger seating
 - Customizable paint designs*
 - Video systems*
 - Commercial bus windows
- * Some options only available through dealerships



Coach-style seating provides passenger comfort for every type of trip



Optional pass through underbody storage ensures there is room for all your gear



Optional commercial windows give the HDX a sleek transit look



Above-seat racks provide extra storage for book bags or luggage.



Because every mile matters™



Visit ThomasBuiltBuses.com for more information

1408 Courtesy Rd. High Point, NC 27260

Tel 336.889.4871

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BECAUSE EVERY MILE MATTERS™



TYPE D DESIGN AND PERFORMANCE—ENHANCED FOR TOMORROW.

Introducing the Saf-T-Liner® EFX2.

The EFX2 builds on the proven innovations of our industry-leading Saf-T-Liner® C2, delivering a Type D bus with an even stronger body construction that's easier to maintain.

We're committed to advancing the standards of Type D school bus design — and the EFX2 is ready to lead the way.

Engineered with all the best design features from our C2.

The enhanced EFX2 sets a new standard for Type D school buses while incorporating the top design elements of the C2:

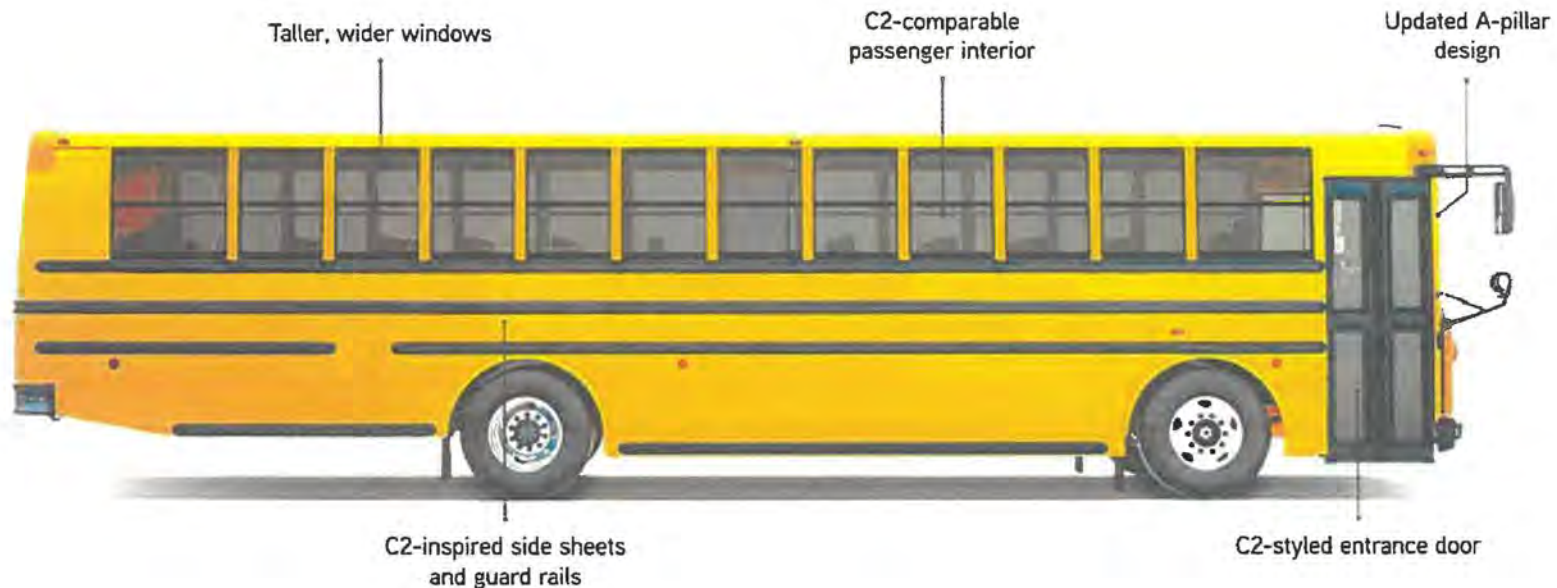
- **Saf-T-Net construction** reinforces the bus frame for added durability and passenger protection
- **Advanced adhesives** strengthen the EFX2's structure for long-term reliability
- **Automated paint application** provides a resilient finish that withstands daily wear
- **Simplified wiring** makes electrical maintenance faster and more efficient

Our unified parts platform keeps maintenance and ownership simple.

The EFX2 shares key design elements with the C2. This common parts platform can help school bus fleets reduce costs and minimize the number of unique parts dealers and customers need to stock.

Your next Type D bus should be built for tomorrow.

The EFX2 is built to power efficient fleets today — and it's ready for the future, too. With Thomas Built, you get a Type D bus that's designed to work seamlessly with the latest technology while staying ready for what's next.



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EFX

From football teams to youth groups, you've got a busy community counting on you. That's where the Saf-T-Liner® EFX comes in. With plenty of room for up to 90 passengers and a wider loading aisle, this bus was built with all your activities in mind. The cockpit is designed for driver comfort and safety with ample legroom and optimized access to controls. Plus, our engine cover allows for quick, easy, tool-free access to the engine, fluids and belts, keeping routine maintenance time to a minimum. At Thomas Built we listen to our drivers, mechanics and customers to help us develop the best buses on the road. And with one of the most extensive dealer networks in the industry, there's always support nearby when you need it.

SPECIFICATIONS

Passenger capacity

Up to 90

Wheelbase

136", 155", 174", 193", 212", 231"

GVWR

Up to 36,200 lbs.

Engine

Cummins® ISB 220-260 HP



Because every mile matters.™

FFX

SAFETY

- Meets or exceeds FMVSS
- Roof bows extend to bottom of side panels
- 12-gauge steel rear corner posts
- Double bolted body mounting clips
- Fuel tank mounted between frame rails

DRIVABILITY/COMFORT

- Redesigned driver cockpit with ergonomic switch placement and spacious seating area
- 45-degree wheel cut
- Electronic heater control module
- Passenger loading functions grouped together
- High capacity air cleaner
- 78" headroom
- Low-profile engine cover with 12.5% aisle width improvement
- Heavily insulated engine cover
- Extra storage for personal items or emergency equipment

SERVICEABILITY

- Access door for CDL belt check
- Convenient fluid-check hatch
- Industry-first engine access hood requires no tools to remove
- Streamlined electrical center for easy identification and access
- Fuse relay centers provide circuit protection and easy diagnostics
- Exterior electrical access door
- Front access to wipers, heater core and filter
- Lights equipped with plug-in connectors
- Display of fault codes in dash
- Customer accessory module for aftermarket component hookup

- Interactive dash information center with fuel mileage, tachometer reading, etc.
- Chassis electrical easily accessible in separate compartment

DRIVER VISIBILITY

- Maximum visibility windshield of 3,812 square inches

OPTIONS

- Wheelchair lift
 - Tilt and telescoping steering wheel
 - Heated driver's seat
 - Air suspension driver's seat
 - Rear air ride suspension
 - Air conditioning
 - AM/FM radio/CD/PA
 - Dual radio capability
 - Remote and heated mirrors
 - Reading lights*
 - Various seat options available with bench seat without belts, with lap belts, with 3-point belts; latch; integrated child seat; or coach-style seating
 - Child reminder system
 - LED light packages
 - Acoustical ceiling
 - Overhead storage
 - Underbody storage compartment
 - Tinted windows
 - Staggered passenger seating
- * Some options only available through dealerships



Optional coach-style seating provides passenger comfort for every type of trip



Optional above-seat racks provide extra storage for book bags or luggage



Cockpit design allows for better driver comfort



Engine access provides wider aisle for passenger loading and tool-free access for serviceability.



Because every mile matters.™



Visit thomasbus.com for more information.

1408 Courtesy Rd., High Point, NC 27260

Tel 336.889.4871

Fax 336.889.2589



Millennium Series™ Features

- Fully automatic NHTSA compliant lift, operated by an attendant
- Loading position - either direction
- Interfaces with OEM interlocks
- Lift mounted lights - platform illuminated as it deploys
- Hand control with illuminated functions
- Locking mechanical Inboard Barrier (IB), powder coated yellow for safety and high visibility, prevents movement if occupied
- Pump design prevents platform folding when occupied, quiet operation and low current draw
- Durable redesigned baseplate reduces lift weight and allows for quicker and easier service of hose/wiring
- Easily installed, step-by-step installation instructions, no peripheral hardware required
- Visual and audible warning provides notification of unsafe conditions
- Hydraulic outer barrier that will be in the fully up position before the platform leaves the ground, has durable rubber nose guard and is powder coated yellow for safety and high visibility
- Parallel arms lift with hydraulic cylinders
- Side or rear door application
- Two platform widths available
- Dual handrails for security and convenience
- Bridging feature permits the wheelchair user to board the lift from sidewalks or inclines
- Floor to ground travel is 48"
- Lifting capacity is 800 lbs
- Integrated back-up pump
- Equipped with an adjustable anti-rattle feature to avoid unpleasant noise in the vehicle during transit
- Durable high-gloss powder coated finish
- Lift-Tite system stows the lift platform securely while the vehicle is in transit
- Pump module with removable cover offers easy access to all components

Millennium Series™ Models

NL917IB-2 & NL917FIB-2

NHTSA Compliant Usable Platform: 33" x 51"

NL919IB-2 & NL919FIB-2

NHTSA Compliant Usable Platform: 34" x 51"

NL917IB3751-2 & NL917FIB3751-2

NHTSA Compliant Usable Platform: 37" x 51"

NL917IB3454-2 & NL917FIB3454-2

NHTSA Compliant Usable Platform: 34" x 54"

General Function: Electrohydraulic, power up/gravity down operation

Operation: Hydraulic pump with two lifting cylinders

Control: hand-held control box

Hydraulic: Pressure Max. 2,495 psi, Fluid is Univis HVI 26, oil reservoir is .33 gal

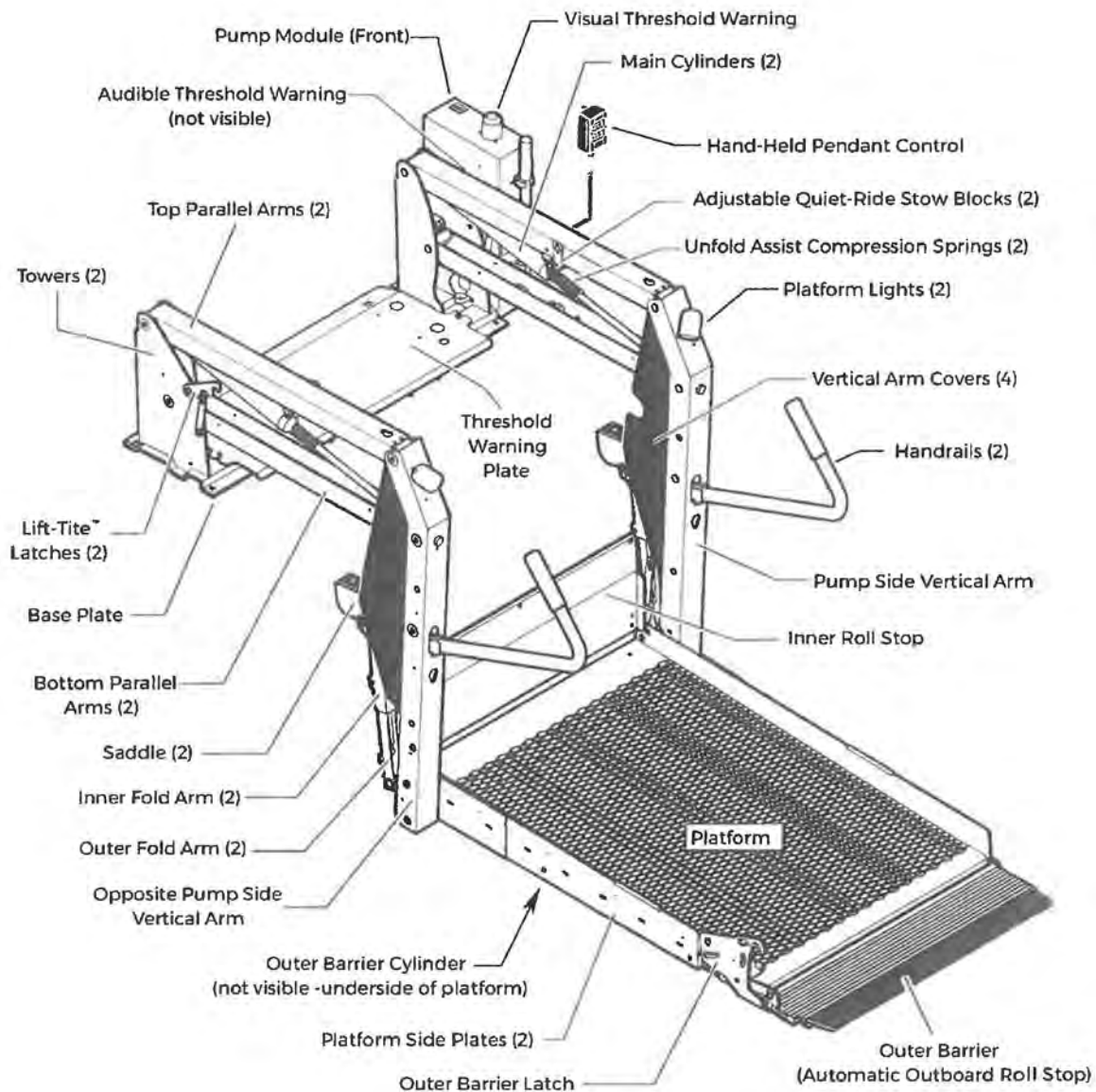
Construction: Steel structure with powder coat finish

Operating Temperature: 0°F to 140°F

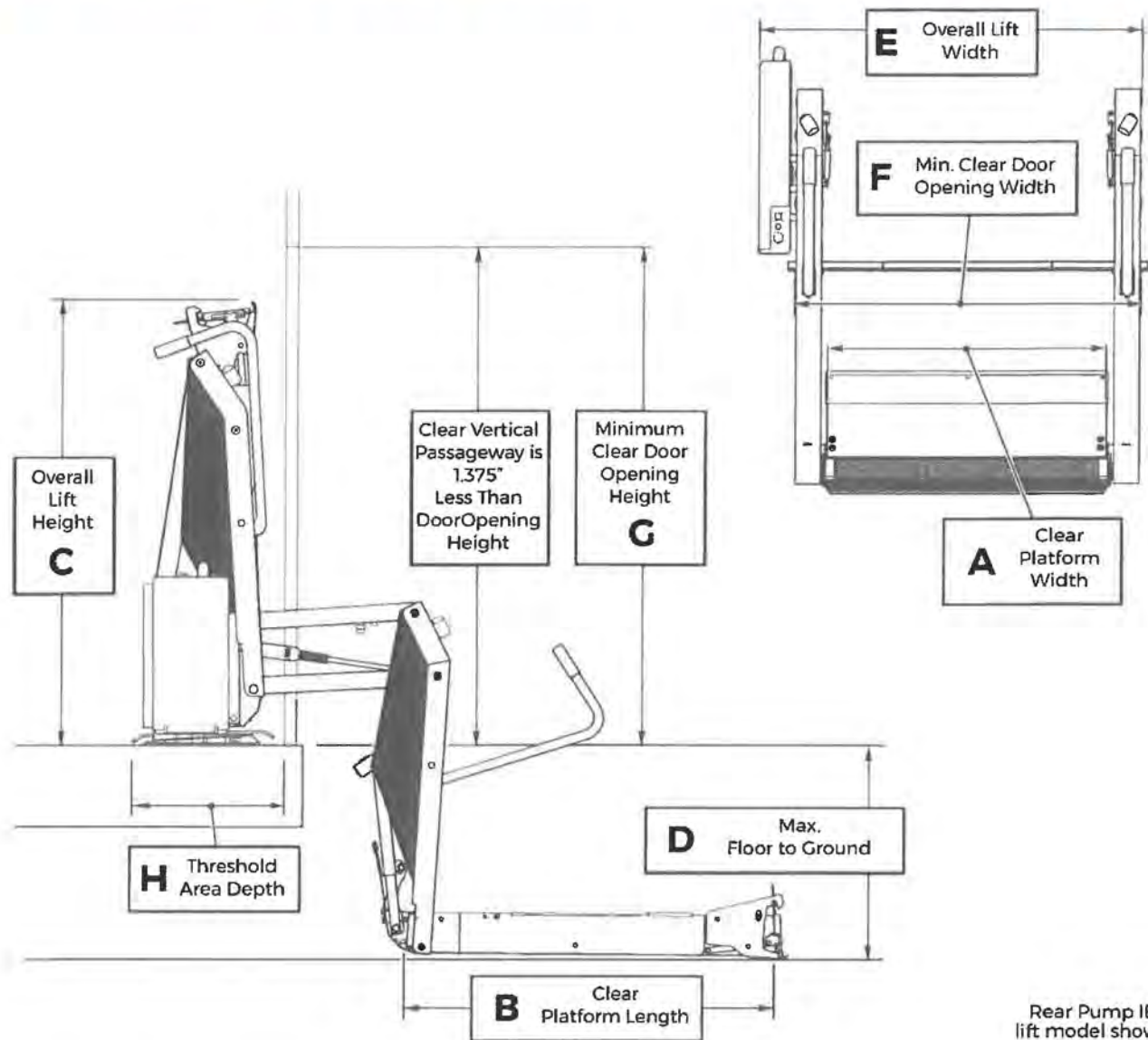
Power Supply: 12VDC

Current Consumption: Max. 70A (12V)

F = Front Pump IB = Inboard Barrier For a front-mounted pump assembly, add "F" to the model number when ordering (example: NL917FIB-2).



Millennium Series™ Dimensions



All dimensions are for reference only.

NL2 Millennium Series™			A	B	C	D	E	F	G	H
Lift Model Number	Lift Weight lbs	Lifting Capacity lbs	Clear Platform Width	Clear Platform Length	Overall Lift Height	Max. Floor to Ground	Overall Lift Width	Min. Clear Door Opening Width	Min. Clear Door Opening Height	Threshold Area Depth
NL9171B-2 / NL917F1B-2	356	800	33"	51"	56.25"	48"	45.25"	42"	57.375"	18"
NL9191B-2 / NL919F1B-2	369	800	34"	51"	56.25"	48"	46.25"	43"	57.375"	18"
NL9171B3751-2 / NL917F1B3751-2	408	800	37"	51"	56.25"	48"	49.25"	46"	57.375"	18"
NL9171B3454-2 / NL917F1B3454-2	408	800	34"	54"	59.25"	48"	46.25"	43"	60.375"	18"

Millennium Series™ NHTSA Installation Kits

	<u>Side Door</u>	<u>Side Door with Side Curtain Air Bags</u>	<u>Std. Length Rear Door</u>	<u>Ext. Length Rear Door</u>
Dodge Ram Promaster (2014 & up)	405002KS		38674KS	
Ford E-Series	30956KKS		30957KKS	30970KKS
Ford Transit	400775KS	400534KS	400774KS	400773KS
GM	30958KKS		30959KKS	30981KKS
Sprinter	34474KS		34120KS	401174KS

30955K (Standard Mounting Kit - Ships with all DPA lifts) - Van Mounting Kits contain floor reinforcements for 403/404 compliance.

Millennium Series™ Accessories



◀ **31579KS**
Handrail Restraint
Retractable -
for 51" Platforms

35533KS
Handrail Restraint
Retractable -
for 54" Platforms

35331KS
Handrail Restraint
Non-Retractable



◀ **35295KKS**
Upper Tower Support Kit



◀ **33659KS**
Replacement Hand-Held
Control Assembly Pendant



◀ **402606KS** **Padding Kit**

404168KS **Full Cover - DPA Lift**

Millennium Series™ Specifications

**COMMERCIAL WHEELCHAIR LIFT SPECIFICATIONS - IN COMPLIANCE WITH
United States Department of Transportation Rules and Regulations 49CFR, Part 38.
FROM THE AMERICANS WITH DISABILITIES ACT OF 1990 and NHTSA Rule 403 (2004)
"Provided to make your spec writing easier."**

The wheelchair lift is compliant with Federal Motor Vehicle Safety Standard 403 for platform lift systems for motor vehicles. The lift shall have been tested to a minimum static load of 2400#. The lift shall have 800# rated lifting capacity. The base plate shall be a corrugated designed member to provide rigidity to minimize lift deflection when placed under load.

The power supply shall be a 12 volt electro-hydraulic system operating two single-acting cylinders. The hydraulic power pack system shall be of modular design allowing for easy removal and field replacement, if needed. The operation of the unit shall provide a smooth, jerk-free ride in both up and down directions. The power operation of the hydraulic cylinders shall be of a pull-type design for smooth lifting operation and improved synchronous arm movement. The pivot pins in the trunnion (knuckle) of the pivot arms shall be of stationary design. The hydraulic system shall be regulated by two separate relief valves, one of which is designed to prevent accidental stowing when occupied.

The hand control for lift operation shall be of a one-hand operation design made of durable plastic. The hand control will provide user with illuminated functions. The hand control cable shall be coiled with quick-change connections for ease of maintenance or field change.

A manual back-up system shall be provided to ensure operation of the lift in case of electrical failure. The backup system shall provide a reliable means of manually raising and lowering the lift while occupied. The back-up system shall fold and unfold the platform. The back-up pump shall be integrated with the hydraulic power pack system such that no hydraulic lines or fittings are required.

The platform shall be of steel construction and the surface shall be of see-through grating allowing for improved visibility and safer use in inclement weather. The platform shall have a minimum usable wheelchair passageway width of 33 inches and a minimum usable length of 51 inches requiring a 57 inch vertical clear door opening. The sides of the platform shall be a minimum of 2.5 inches high.

The platform shall be automatically folded and unfolded and fully automatic in operation. The platform shall allow both inboard and outboard facing of wheelchair and mobility aid users. The platform entrance ramp shall be extruded aluminum for weight savings, have a rubber leading edge and raised ribs for traction. The outer barrier shall be hydraulically activated, and must be in the vertical (deployed) position prior to platform movement. The outer barrier must not raise if occupied with 25 lbs. The outer barrier shall be the sole outboard wheelchair retention device and shall be interlocked and comply with the FMVSS 403 requirements. Dual handrails shall be provided to add security and convenience. These handrails shall be 1.25 inch minimum diameter, minimum 30 inches in height, minimum of 8 inches in length, and withstand a 100# force in any direction (including vertical) without permanent deformation. The lift must have a fail safe system to prevent stowing if solenoid welds. The platform shall have "built in" lighting to meet 404 platform lighting requirements with no auxiliary lighting.

All lift components shall be finished with a baked-on powder coating, which will meet a salt spray test of 1000 hours, to provide corrosion resistance and a long service life. BraunAbility Millennium Series to include but not limited to the following model numbers:

• NL917IB-2, NL917FIB-2, NL919IB-2, NL919FIB-2, NL917IB3751-2, NL917FIB3751-2



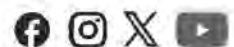
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800.488.0359

ISO 9001:2015

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S.T.A.R.S. MOUNTING SYSTEM

Saf-T-Anchor Removable Seat Mounting System



No Seat and No Slide 'N Click



Seat and Pockets



Seat and Slide 'N Click

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Uses standard wall mount seat frames

Seats can only be re-installed from where they were removed

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- No longer have to buy continuous track
- No upcharge for track-mounted seat frame
- Allows the use of pockets, Slide 'N Click or track segments for wheelchair positions

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- Fewer fasteners

Available with "S.T.A.R.S. compliant" options for wheelchair tie downs

- Slide 'N Click
- Track Segments
- Continuous 4-piece track

Available for SynTec S3C, S3B & IMMI seats

- 30", 36", 39" and 45" width

Meets all Federal (US & Canada) and State Regulations



Because every mile matters.™

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Technical drawing of a bus interior layout. The drawing shows two rows of seats. The top row has 7 seats and the bottom row has 6 seats. Dimensions are provided for seat width (50.0), aisle width (50.0), and overall width (100.0). A door is located at the front right.



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Available in electric and air drive systems



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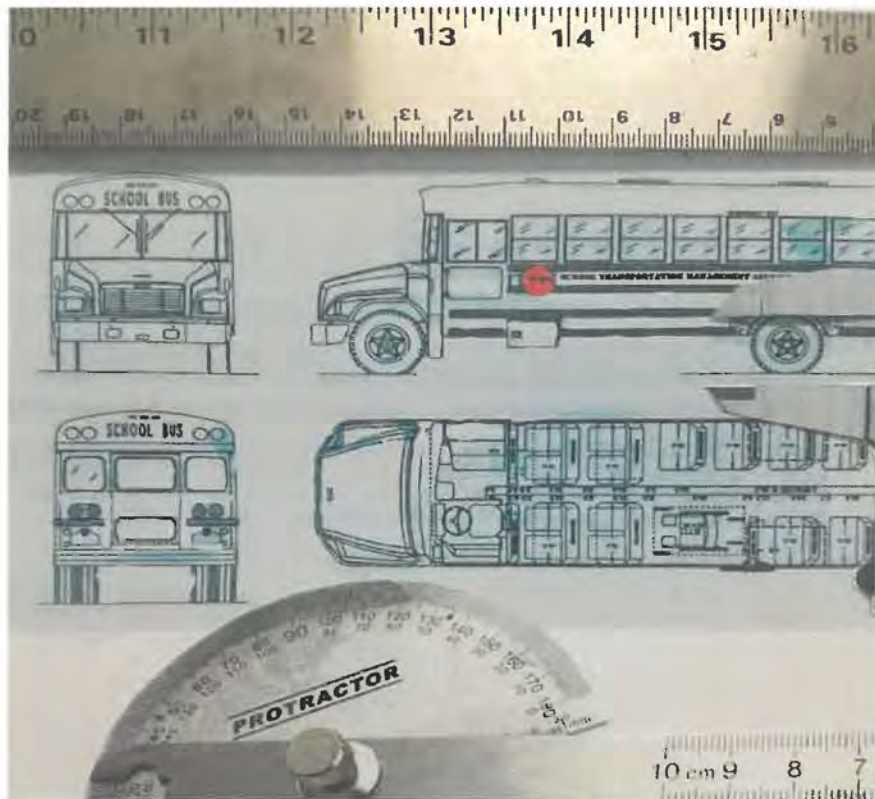
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FLORIDA SCHOOL BUS SPECIFICATIONS

Effective January 1, 2026



FLORIDA DEPARTMENT OF
EDUCATION
fldoe.org

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FOREWORD

Florida School Bus Specifications are adopted as authorized under section (s.) 1006.25, Florida Statutes (F.S.), and rule 6A-3.003, Florida Administrative Code (F.A.C.). The effective date of this edition of the Florida School Bus Specifications is January 1, 2026.

GENERAL INFORMATION AND WARRANTY PROVISIONS

All public school buses (bodies and chassis) owned, operated, rented, leased, and contracted for by any public school board or charter school in Florida, used to transport children to and from school or school-related events, and purchased after the effective date of this document, as specified in rule 6A-3.003, F.A.C., must:

1. Meet or exceed the minimum requirements of these specifications;
2. Meet all applicable Federal Motor Vehicle Safety Standards (FMVSS); and
3. Meet or exceed the 2025 National School Transportation Specifications and Procedures (also referred to herein as the 2025 National Specifications), except when in conflict with the requirements herein. In such cases, the requirements specified in this document shall prevail.

The requirements specified herein are the **minimum** requirements for school buses in Florida. The date used to determine the applicability of these specifications is defined as the date the vendor receives the purchase order or signs a valid sales contract with the purchaser.

All school bus chassis and body manufacturers must certify to the Commissioner of Education, Florida Department of Education (department), by letter that all school buses offered for sale to or use by the public school systems, including charter schools, in Florida meet or exceed all standards, specifications and requirements specified herein.

Used school buses purchased or operated by a public school board or charter school in Florida must meet or exceed all federal and state requirements for public school buses that were in effect on the date the vehicle was manufactured.

Under the authority of s. 316.615, F.S., certain capacity school buses owned, operated, or leased by nonpublic schools in Florida are required to meet the specifications prescribed herein.

DEFINITIONS:

1. **School Bus (State Definition):** Section 1006.25, F.S., defines a "school bus" as "a motor vehicle regularly used for the transportation of prekindergarten disability program and kindergarten through grade 12 students of the public schools to and from school or to and from school activities, and is owned, operated, rented, contracted, or leased by any district school board..."
2. **School Bus (Federal Definition):** Title 49 CFR Part 571.3 defines "school bus" as "a bus that is sold or introduced in interstate commerce for purposes that include carrying students to and from school or related events."
3. **Multi-Function School Activity Bus (MFSAB):** The state definition of MFSAB is defined by Florida school bus specifications as a school bus constructed to FMVSS and Florida school bus specifications to be used for school-related activities. MFSABs may not be used to transport students to and from school.
4. **MFSAB (Federal Definition):** Title 49 CFR Part 571.3 defines MFSAB as a school bus NOT used to transport students to and from home or school bus stops.

SCHOOL BUS TYPES:

1. **Type A:** A school bus that is constructed using a cutaway front-section vehicle with a left side driver's door. This definition includes two classifications: Type A-1, with a Gross Vehicle Weight Rating (GVWR) of 14,500 pounds or less, and Type A-2, with a GVWR greater than 14,500 pounds and less than or equal to 21,500 pounds.
2. **Type C:** A school bus that is constructed using a chassis with a hood and front fender assembly. The entrance door is behind the front wheels. This type also includes the cutaway truck chassis or truck chassis with cab, with or without a left side door, and with a GVWR greater than 21,500 pounds. It is also known as a conventional school bus.
3. **Type D:** A school bus that is constructed using a stripped chassis. The entrance door is ahead of the front wheels. This type bus is also known as a rear engine or front engine transit-style school bus.

MFSAB:

This can be a Type A, C, or D school bus as described above, with the following exceptions:

- **Identification:** The bus body shall bear the words “**ACTIVITY BUS**” in a contrasting color at least 8 inches high in the area where “school bus” is normally positioned. Lettering and numbering shall conform to FMVSS and *Florida School Bus Specifications* and shall meet reflectivity standards. The numbering on this bus may be of a contrasting color. The name of the school system shall be displayed in at least 6-inch letters on both sides of the bus in the beltline area. School or team lettering no larger than 6 inches high and logos no larger than 12 inches high may be placed below the beltline. **NO additional SIGNS OR LOGOS** shall be applied to any area of the bus, including the bumpers and the windows.
- **Color:** The local school board must determine and approve the color of the activity bus. The color scheme may use any combination of up to **three** colors. This combination may be in addition to an optional white roof. The color National School Bus Yellow shall not be used as a part of the color scheme. The bus wheels shall **not** be painted black or yellow; however, they may be painted one of the three colors selected for the bus body or may be unpainted aluminum-finished polished wheels.
- **Seating:** Type 2 lap/shoulder seat belts are required for all seating positions, including the driver’s seat.
- **Lighting and Warning Devices:** All activity buses shall meet state and federal standards for home-to-school bus lighting and warning device requirements, with the following exceptions:
 1. MFSABs shall not be equipped with alternately flashing amber and red student warning signal lamps used for loading and unloading students; and
 2. MFSABs shall not be equipped with stop arm signals or crossing control arms.

WARRANTIES AND PARTS AVAILABILITY FOR NEW VEHICLES:

All warranties listed herein must apply to all school buses manufactured after the effective date of these specifications and sold through the state school bus bid purchase program. Body and chassis manufacturers' warranty policies must allow revision of warranty start date for each vehicle to the actual in-service date by the school district. Appropriate forms to update chassis warranties must be included in the owner-operator's packet supplied with the chassis and must be conveyed along with the body warranty by the body builder to the district upon delivery of the completed unit. Above requirements must apply to the basic warranties, all component warranties and any extended warranties offered or required. There must be no hours-of-use limitation on any warranty required in these specifications or the associated state bid for school buses.

Manufacturers offering school bus chassis or bodies for sale in the state of Florida must make available replacement parts for said buses for a period of no less than 120 months.

The minimum labor rate for all warranty related repairs must be **\$75.00** per hour.

CHASSIS WARRANTIES:

1. The minimum chassis warranty shall be **12,000 miles or 12 months**.
2. The standard chassis warranty for Florida school bus bids shall be **100,000 miles or 60 months**.
3. Engines (including flywheel, flex plate, and harmonic balancer) on Types A, C, and D chassis must be included with both minimum chassis warranty and standard chassis warranty as described above.
4. Pricing requests will be added to the bid for the following extended engine warranty options:
 - a. Pricing for 60 months/150,000 miles;
 - b. Pricing for 60 months/200,000 miles; and
 - c. Pricing for 60 months/unlimited mileage.
5. Chassis frame rails, cross members, fuel tanks, front axle I-beams, and rear axle housings must be warranted for a period of 120 months, from the updated in-service date of the vehicle, 100 percent parts and labor.
6. Paint finish coats to chassis, hood, fenders, and cowl shall be warranted for 60 months/100,000 miles, 100 percent parts and labor, for adhesion, color retention, and gloss retention.
7. Color Retention: During the first 36 months from the in-service date, the color coat must not shift colors more than 4 ΔE from the centroid, as specified in School Bus Manufacturers Technical Council (SBMTC) publication, *SBMTC-008*. During the 60-month warranty period, the color coat must not shift color more than 8 ΔE from the centroid, as specified in *SBMTC-008*.

8. Gloss: During the first 36 months from the in-service date, the gloss reading must not fall below 60 at 60°. During the 60-month warranty period, the gloss reading must not drop below 30 at 60°.
 - a. All measurements must be the average of 12 readings taken at various points on the bus, but no reading must be more than three points under the stated minimum. All readings must be taken after the bus is thoroughly washed to remove road film and dust.

BODY WARRANTIES:

1. The minimum body warranty shall be 12 months.
2. The standard body warranty for Florida school bus bids shall be for 60 months/100,000 miles, 100 percent parts and labor and shall include, but not be limited to, the following items:
 - a. The total air conditioner system on any bus so equipped, including parts and labor and excluding air filters used in normal preventive maintenance. Chassis engine-driven air conditioner compressor applications must be approved in writing by the engine manufacturer, who must state that the installation will not void or reduce the engine manufacturer's warranty or extended service liabilities in any way.
 - b. All mirror assemblies and mounting bracketry must be warranted against rust and corrosion and any reduction in clarity of view due to discoloration or other deterioration of the lens.
 - c. All bus body electrical wiring and switches, including, but not limited to, damage resulting from wiring or connectors becoming abraded, pierced by fasteners, shorted or otherwise damaged during manufacture or use.
 - d. Paint finish coats to body, hood, and cowl for adhesion, color retention, and gloss retention. Acceptable lower limits during the warranty period are as follows:
 - i. Adhesion: During the 60-month warranty period, paint and priming compounds must not fail to adhere to the bus with normal use and care.
 - ii. Color Retention: During the first 36 months of service, the color coat must not shift colors more than 4 ΔE from the centroid, as specified in *SBMTC-008*. During the 60-month warranty period, the color coat must not shift color more than 8 ΔE from the centroid, as specified in *SBMTC-008*.
 - iii. Gloss: During the first 36 months of service, the gloss reading must not fall below 60 at 60°. During the 60-month warranty period, the gloss reading must not drop below 30 at 60°.
 - iv. All measurements must be the average of 12 readings taken at various points on the bus, but no reading must be more than three points under the stated minimum. All readings must be taken after the bus is thoroughly washed to remove road film and dust.
 - e. All emergency exit roof hatches, including defects in material and workmanship and against leakage.
 - f. All passenger seat back cushions and seat frames, excluding vandalism of any exposed foam.
 - g. All powered entrance doors and operating and control systems.
3. Power lift warranty minimums are listed below, and are **not included** with the standard body warranty.

POWER LIFT WARRANTY:

A statement of warranty must be provided with each lift assuring the quality of materials and workmanship of the product for at least 36 months from the updated in-service date of the vehicle. The minimum warranty must provide 100 percent parts coverage for 36 months and 100 percent labor coverage for 12 months.

MINIMUM WARRANTY OPTIONS:

Each manufacturer or dealer may include as part of its bid package credit option allowances for districts that wish to forego the aforementioned standard and extended warranty plans and purchase the minimum/base warranty option package.

TECHNOLOGY AND EQUIPMENT, NEW:

The intent of these specifications is to accommodate new technologies and equipment that will better facilitate student transportation. New technology and equipment are acceptable for use in all vehicles if:

1. Items do not compromise the effectiveness or integrity of any major safety system. (Examples of safety systems include, but are not limited to, compartmentalization, the eight-lamp warning system, emergency exits, and the approved color scheme.)

2. Items do not diminish the safety of the bus interior.
3. Items do not create additional risk to students who are boarding or exiting the bus or are in or near the school bus loading zone.
4. Items do not require undue additional activity and/or responsibility for the driver.
5. Items generally increase efficiency and/or safety of the bus, provide for a safer or more pleasant experience for the occupants and pedestrians in the vicinity of the bus, and/or assist the driver by making his or her tasks easier to perform.

CHANGES OR CLARIFICATION OF SPECIFICATIONS:

Florida School Bus Specifications may be amended pursuant to the provisions of rule 6A-3.003, F.A.C. With the concurrence of the Florida Association for Pupil Transportation (FAPT), the School Bus Specifications Committee, and in accordance with Florida purchasing laws and the bus bid contract, the School Transportation Management Section may, at its discretion, grant variances or exemptions and issue clarifications of these specifications, as necessary, to provide safe, efficient and cost-effective equipment to Florida school districts and charter schools and provide for advances in technology.

Questions regarding the *Florida School Bus Specifications* should be directed to Director, School Transportation Management Section, Florida Department of Education, 325 West Gaines Street, Suite 834, Tallahassee, Florida 32399-0400 or may be sent via email to SCHTRANS@fldoe.org.

SECTION I

TYPE A SCHOOL BUS MINIMUM CHASSIS SPECIFICATIONS

ALTERNATOR:

Type A buses shall have a minimum 130-amp alternator. Buses equipped with an electrically powered wheelchair lift and/or air conditioning shall be equipped with the highest rated capacity available from the chassis Original Equipment Manufacturer (OEM).

BATTERIES:

The storage battery, or batteries, shall have a minimum cold cranking capacity rating (cold cranking amps) equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit and a minimum reserve capacity rating of 120 minutes at 25 amps. Higher capacities may be required, depending upon optional equipment and local environmental conditions.

BRAKE, PARKING:

On Type A chassis, the manufacturer's standard parking brake is acceptable. On Type A chassis with hydraulic brakes, the parking brake control must be mounted for easy access by the driver. On air brake models, the control valve to set the parking brakes on the rear wheels must be dash-mounted.

BRAKES, SERVICE:

Hydraulic or air brakes are permissible.

BUMPER, FRONT:

Type A buses may be equipped with an OEM-supplied front bumper.

ENGINE EQUIPMENT:

1. A dry type air cleaner is required on all engines.
2. The engine must be equipped with full-flow, spin-on, or cartridge-type oil filter(s), with the filter header(s) mounted directly to engine.
3. An engine coolant recovery or deaeration system is required on all chassis. Type A engines must include a means to visually check the coolant level without removing the deaeration tank cap or releasing pressure from the cooling system.
4. A warning system consisting of a light and a buzzer is required on Type A chassis to notify the driver of low engine oil pressure and/or coolant overheating.
5. A fuel filtration and water separator system is required on all Type A diesel engines and must remove contaminants from the fuel prior to entry into the engine. The system must have a clear sight bowl or be equipped with a water-in-fuel light to notify technicians of the presence of water, must provide a valve for draining trapped water from the system and must include an electric or manual priming pump.
6. An engine oil pressure gauge is required. It must provide accurate, easily discernible readings across the entire operating range, from hot idle to full oil pressure. The gauge on engines with idle oil pressure that under normal conditions is low must provide a clear distinction between no oil pressure and engine idle oil pressure. The gauge must be directly visible to the driver in the normal seated position and must not be mounted near the center of the dash where the service door control or its associated hardware could block visibility of the gauge.
7. Radiator and other engine coolant hoses supplied by the chassis manufacturer (not including heater hoses) must be constructed of silicone rubber or ethylene propylene diene monomer (EPDM) covering and aramid fiber reinforcement meeting or exceeding Society of American Engineers (SAE) standard J20R EC Class D-1. The silicone hose, if used, must include stainless steel shoe-type hose clamps or constant-torque clamps. Hoses must have markings, coloring, or other visible means of distinguishing them from the standard hoses.
8. Electric-powered configurations may be offered and are exempt from the base engine requirements listed above.

ENGINE PERFORMANCE REQUIREMENTS FOR TYPE A BUSES:

Each bus must be furnished with a power train that meets or exceeds the following minimum criteria when tested at the gross vehicle weight rating (GVWR) required for a given bus capacity, and with all accessories (including air conditioner compressor(s), if equipped) on and operating:

1. Startability of 20 percent;
2. Gradeability of 5 percent at 25 miles per hour (MPH);
3. Gradeability of 1.5 percent at 50 MPH; and
4. Top speed of 70 MPH

Performance must be measured with the actual completed vehicle (i.e., with the body installed, unloaded except for the driver and one passenger). The vehicle must be in drive, with the engine at idle, the service brakes applied, the emergency brakes released, and all accessories on and operating. Measurement of acceleration time must begin at the moment the throttle is applied (the throttle is to be immediately and rapidly depressed to full throttle).

NOTE: The chassis manufacturer should use the heaviest chassis/body combination meeting these specifications for the specific bus size to determine required power train components. This test is an on-road test and will be performed using the heaviest available chassis/body, depending on body(ies) supplied. At the discretion of the department, unanticipated factors or variations in test conditions affecting performance test results that are beyond the control of the chassis manufacturer may be taken into account. A Pro Link, a diagnostic computer, or a speed wheel are also acceptable tools for this test.

Maximum acceleration time (from zero mph), under the conditions specified above, must be as follows (measured in seconds):

TEST METHOD	0-10 MPH	0-20 MPH	0-30 MPH	0-40 MPH	0-50 MPH
ACTUAL	3.4	6.2	12.0	20.0	32.2

Manufacturers may offer additional engine configurations and horsepower ratings that exceed these requirements as optional equipment.

EXHAUST SYSTEM:

The exhaust system on Type A buses must have a corrosion-resistant muffler and tailpipe. The tailpipe must exit to the left of left frame rail and behind the rear wheels. The chassis manufacturer must ensure that the exhaust design allows the exit location left of the left frame rail to be maintained after any modifications to frame length by the chassis or body manufacturer. Manufacturers must ensure that exhaust temperature exiting the tailpipe with the engine running during any normal loading or unloading activity will not produce first, second or third-degree burns on students or other individuals present. The bus must not automatically regenerate the diesel particulate filter while the bus is stationary.

FRAME SIDE MEMBERS:

Frame side members must be of one-piece construction between the front and rear spring hangers. Frame rails of Type A chassis must have a minimum tensile strength of 50,000 pounds per square inch (PSI).

FRONT AXLE WHEEL SEALS:

All Type A buses greater than 14,500 GVWR must have oil-lubricated front axles and seals.

FUEL TANK:

The fuel tank filler spout must be located in an easily serviceable location.

HEADLIGHTS:

Headlights must meet FMVSS and SAE standards. All buses must be equipped with Full-Time Lights (FTL) meeting the following requirements:

1. With the ignition switch off, the headlights will operate normally and the FTL system will not operate;
2. With the ignition switch on or in the "accessory" position, and with the engine not running, the FTL must not operate;
3. With the ignition switch on and the engine running with the headlight switch off, the FTL system must operate, providing low-beam headlights and tail, clearance, and identification (ID) lights;
4. In all cases, the headlight switch must override the FTL system when in the "on" position;
5. This system must include a buzzer that activates if the headlight system is on with the key switch in the "off" position.

IGNITION SYSTEM:

All buses of like chassis manufacturer must have one key, regardless of the type of key supplied to Florida purchasers.

INSULATION:

Type A chassis must include heat and noise insulation inside the bus covering the dash panel (fire wall) area to as great an extent as possible. Insulation must extend at least down to the point where the body floor connects to the fire wall, including the engine cover (doghouse), which may be insulated on the interior or exterior.

LINE-SET TICKET:

The manufacturer must include with delivery of the vehicle a line-set ticket to accurately reflect all chassis components, the Gross Axle Weight Rating (GAWR) of both front and rear axles, and the gross vehicle weight rating (GVWR).

PAINT AND FINISH:

School bus yellow paint must meet *SBMTC-008* for color and must have a finished gloss rating of at least 85 at 60°F and a distinctness of image rating of an average of at least 50, measured using the same method specified for gloss under **GENERAL INFORMATION AND WARRANTY PROVISIONS**. Paint must be applied for a total dry thickness of at least 1.8 mils over all painted surfaces. Trim, lettering and the bumper must be black, except that the bumper must be striped with reflective material in accordance with [*National School Transportation Specifications and Procedures, Revised 2025*](#). Steel rims for all buses with hub-piloted wheels must be National School Bus Yellow and powder-coated by the rim manufacturer. Lug nuts must not be painted. All stud-piloted rims must be painted black.

STEERING:

A factory-installed tilt steering wheel/column is required.

TIRES AND RIMS:

The chassis must be equipped with radial tubeless tires and must have dual rear wheels. Type A buses greater than 14,500 GVWR must use hub-piloted disc or aluminum wheels. Tires and rims must conform to current standards of the Tire and Rim Association.

TRANSMISSION, AUTOMATIC:

An automatic transmission is required on all chassis. It shall be heavy-duty, with a minimum of four forward speeds, on all units. On Type A chassis, 30 capacity and larger, the transmission must be an Allison 1000 or 2000 or an approved equal. An external filter in the transmission oil cooler return line is required on Allison 1000 and 2000 equipped units. All Allison transmissions require OEM-approved synthetic transmission fluid and OEM filters.

Automatic transmissions incorporating a parking pawl must have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission. All non-park pawl

transmissions must incorporate a park brake interlock that requires the service brake to be applied to allow release of the parking brake.

Any requests for transmission substitutions must be approved in writing by the purchasing district and the department's School Transportation Management Section.

VOLTAGE CONTROL:

The voltage regulator must be solid state (transistorized) and readily accessible for service. A voltmeter with a graduated scale is required.

WARRANTIES:

See required warranties under **GENERAL INFORMATION AND WARRANTY PROVISIONS.**

WIRING HARNESS:

The wiring must be rated for 100 amps load and include complete wiring for the tail and stop lights. It must be designed with color coding for circuits. The fuse box door, if equipped, must have a positive latch.

TYPE A SCHOOL BUS OPTIONAL CHASSIS EQUIPMENT

AIR-SPRUNG REAR SUSPENSION SYSTEM:

There shall be an option for an air-ride or approved equivalent air-sprung rear suspension system, when available. Rear shock absorbers are also required with this option, as on standard suspension systems.

AUTOMATIC TRANSMISSION WARRANTY:

There shall be an option for extension of the transmission warranty to 5 years, unlimited mileage, 100 percent parts and labor. Also see GENERAL INFORMATION AND WARRANTY PROVISIONS.

COLLISION MITIGATION:

There shall be an option for passive and/or active electronic collision mitigation system(s), if available.

ELECTRIC SCHOOL BUS (ESB):

This specification is for new electric school buses only and does not allow for the modification of any existing school bus.

COMPLIANCE WITH FMVSS:

All electric systems shall be in full compliance with all applicable FMVSS and all Society of Automotive Engineers standards that are applicable at time of manufacture.

ADDITIONAL REQUIREMENTS:

CHARGING:

1. Charging connection point shall be outside the passenger compartment.
2. While charging, the transmission/propulsion system shall be rendered inoperative.
3. Shall have AC or DC charging capabilities with standard SAE J1772 CCS1 connector.
4. Shall be V2G (Vehicle to Grid) capable.

ELECTRIC POWER SOURCE (BATTERY):

1. Shall not be located in or accessible from the interior of the school bus.
2. Shall be designed to prevent the passenger compartment from becoming energized.
3. All batteries shall be designed to prevent any dangerous fluids or fumes from entering the passenger area.
4. There shall be a disconnect switch or device to shut-off the high voltage components at the power source in the event of a crash.
5. Battery packs shall be liquid cooled.
6. Battery and electrical drive component warranty shall be a minimum of 5 years/100,000 miles

HEATING:

Heaters shall be capable of heating the passenger and driver's compartments.

INSTRUMENT DISPLAY:

The instrument display panel must also contain an indicator showing the state of charge (power and/or range).

MARKINGS:

1. The outer layer of insulation or wiring conduit for drive system high-voltage wiring shall be industry standard orange color.
2. All high-voltage components shall be labeled with a "high voltage" marking/warning.

3. An electric vehicle identifying label shall be affixed on the right rear corner of the bus body. An additional label shall be applied to the right side of the bus rearward of the entrance door and to the left side of the bus aft of the driver's window.

POWER DISCONNECT:

1. A power disconnect device or switch shall be provided.
2. This disconnect device or switch shall be clearly marked.
3. If located inside a compartment, the compartment shall be clearly marked.
4. This device or switch shall not be in or accessible from the passenger area.
5. There shall be a label affixed near the battery disconnect switch to identify its location for first responders.

POWER REGENERATION:

When the unit is in motion and the driver removes his/her foot from the accelerator, power regeneration occurs.

PROPULSION SYSTEM /DRIVETRAIN

1. Shall be of sufficient power and torque to propel the vehicle fully loaded up to at least 60 mph and no more than 70 mph.
2. The propulsion system may be mounted using a drivetrain or positioned in a way to provide power to the wheels.
3. All propulsion systems must be contained below the floor line and cannot come into contact with the road surface.
4. Propulsion system warranties shall be a minimum 5 years/100,000 miles.

SEATING:

All seats shall be mounted to minimize contact with batteries and underside of the bus if seat replacement is necessary.

SOUND GENERATION:

All electric school buses shall comply with FMVSS 141 and produce a constant sound level for pedestrian alert while in motion under 20 mph.

LOW-PROFILE RADIAL TIRES:

There shall be an option for all-wheel-position, highway-ribbed, low-profile, tubeless radial tires of size, and load range meeting Tire and Rim Association Standards for the required GAWRs.

SPARE DISC WHEEL:

There shall be an option for a spare disc wheel, which must be same size and type as the original rims.

STABILITY CONTROL:

There shall be an option for electronic stability control meeting the minimum requirements of FMVSS No. 136, if available.

STRAIGHT FLOOR CHASSIS:

There shall be an option for Type A chassis to accept straight floor bodies (i.e., bodies with no wheel wells). This type chassis must have a combination of axles, suspension, tires, wheels, and axle stops that ensures that the maximum upward travel of the rear suspension in normal straight-ahead driving does not protrude above the top of the frame rails.

TOW HOOKS OR TOW EYES:

There must be two subcategories for this option: (1) two heavy-duty front tow hooks or tow eyes (each hook or eye must be installed by the chassis manufacturer in an approved manner to each frame rail); and (2) two heavy-duty rear tow hooks or tow eyes (each hook or eye must be installed by the chassis manufacturer in an approved manner to each frame rail).

SECTION II

TYPE C AND TYPE D SCHOOL BUS MINIMUM CHASSIS SPECIFICATIONS

ALTERNATOR:

Types C and D chassis with internal combustion engines shall be equipped with a heavy-duty alternator having a minimum output rating of 200 amps or higher, and should produce a minimum current output of 50 percent of the rating at engine idle speed.

Buses equipped with an electrically powered wheelchair lift and/or air conditioning shall have a minimum alternator output of 240 amps and may be equipped with a device that increases the engine idle speed when the voltage drops to, or below, a pre-set level.

BATTERIES:

The storage batteries shall have minimum cold cranking capacity rating (cold cranking amps) equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit and a minimum reserve capacity rating of 120 minutes at 25 amps. Higher capacities may be required, depending upon optional equipment and local environmental conditions.

BRAKE, PARKING:

On hydraulic brake models, a parking brake is required, with the control mounted for easy access by the driver. On air brake models, a dash-mounted control valve to spring-set the parking brake on the rear wheels is required.

BRAKES, SERVICE:

Hydraulic brakes are acceptable on 29-35 capacity Type C buses. Air brakes are required on all Type C buses larger than 41 capacity, and all Type D front and rear engine buses.

BUMPER, FRONT:

Types C and D buses must have a front bumper that is black, of full width channel type, and a minimum of 8 inches wide (vertically). The bumper must have sufficient structural and mounting strength to ensure that the front of the vehicle can be lifted by means of an air bumper-type jack, without permanent deformation of the bumper, brackets, or chassis frame rail(s).

ENGINE EQUIPMENT:

1. Electric-powered configurations may be offered and are exempt from the base engine requirements listed below.
2. Diesel engines must be available in at least one of the following two configurations:
 - a. Parent bore type block; in-line 6-cylinder design; minimum 6.4 liters displacement.
 - b. Wet sleeve type block; in-line 6-cylinder design; minimum 6.4 liters displacement.

NOTE: Additional engines of other configurations or displacements, including gasoline, propane and CNG (not in lieu of the above), meeting all other requirements listed herein may be offered, subject to approval by the department. ~~Electric-powered configurations may be offered and are exempt from the engine requirements listed below.~~

3. A dry type air cleaner is required. An air filter restriction indicator is required on diesel engines. The restriction indicator must incorporate a system that does not allow unfiltered air into the engine if the indicator cracks or breaks.
4. The engine must be equipped with a full-flow, spin-on or cartridge-type oil filter(s), with the filter header(s) mounted directly to engine.
5. An engine coolant recovery or deaeration system is required on all chassis. Diesel engines must include a means for visually checking the coolant level without removing the deaeration tank cap or releasing pressure from the cooling system.

6. A warning system consisting of a light and a buzzer is required on gasoline, propane, CNG, and diesel-powered chassis to notify the driver of low engine oil pressure and/or coolant overheating.
7. A fuel filtration system with a water separator is required on diesel engines and must remove contaminants from the fuel prior to entry into the engine. The system must have a clear sight bowl or be equipped with a water-in-fuel light to notify technicians of the presence of water, must provide a valve for draining trapped water from the system, and must include an electric or a manual priming pump.
8. An engine oil pressure gauge and a coolant temperature gauge are required. The oil pressure gauge must provide accurate, easily discernible readings across the entire operating range, from hot idle to full oil pressure. Gauges on engines with idle oil pressure, which under normal conditions is low, must provide a clear distinction between no oil pressure and engine idle oil pressure. Gauges must be directly visible to the driver in the normal seated position and must not be mounted near the center of the dash where the service door control or associated hardware could block visibility of the gauges.
9. Radiator and other engine coolant hoses supplied by the chassis manufacturer (not including heater hoses) must be constructed of silicone rubber or ethylene propylene diene monomer (EPDM) covering and aramid fiber reinforcement meeting or exceeding SAEJ20R EC Class D-1. Silicone hose, if used, must include stainless steel shoe-type hose clamps or constant-torque clamps. Hoses must have markings, coloring or other visible means of distinguishing them from standard hoses.
10. Manufacturers must use the largest capacity oil pan available for each engine configuration in order to achieve the longest duration oil change interval.

ENGINE PERFORMANCE REQUIREMENTS:

Each bus must be furnished with a power train that meets or exceeds the following minimum criteria when tested at the GVWR required for a given bus capacity, and with all accessories (including air conditioning compressor(s), if equipped) on and operating:

1. Startability of 20 percent;
2. Gradeability of 5 percent at 25 miles per hour;
3. Gradeability of 1.5 percent at 50 miles per hour; and
4. Minimum top speed of 60 miles per hour.

NOTE: The chassis manufacturer should use the heaviest chassis/body combination meeting these specifications for the specific bus size to determine required power train components. This test is an on-road test and will be performed using the heaviest available chassis/body, depending on body or bodies supplied. At the discretion of the department, unanticipated factors or variations in test conditions affecting performance test results that are beyond the control of the chassis manufacturer may be taken into account. A Pro Link, a diagnostic computer or a speed wheel are also acceptable tools for this test.

Maximum acceleration time (from zero mph), must be as follows (measured in seconds): Performance must be measured with the actual completed vehicle (i.e., with body installed, unloaded except for the driver and one passenger). The vehicle must be in drive, with the engine at idle, the service brakes applied, the emergency brakes released, and all accessories on and operating. Measurement of acceleration time must begin at the moment the throttle is applied (the throttle is to be immediately and rapidly depressed to full throttle).

29-77 Capacity Types C and D:

TEST METHOD	0-10 MPH	0-20 MPH	0-30 MPH	0-40 MPH	0-50 MPH
ACTUAL	3.4	6.2	12.0	20.0	32.2

78-90 Capacity Type D:

TEST METHOD	0-10 MPH	0-20 MPH	0-30 MPH	0-40 MPH	0-50 MPH
ACTUAL	3.7	7.1	12.0	20.0	32.2

Manufacturers may offer additional engine configurations and horsepower ratings that exceed these requirements as optional equipment.

EXHAUST SYSTEM:

The exhaust system must have a corrosion-resistant muffler and tailpipe. The tailpipe must exit to the left of left frame rail and behind the rear wheels. Manufacturers must ensure that exhaust temperature exiting the tailpipe with the engine running during any normal loading or unloading activity will not produce first, second, or third-degree burns on students or other individuals present. The bus must not automatically regenerate the diesel particulate filter while the bus is stationary. Also see Section III, Electrical Equipment and Wiring.

FRAME SIDE MEMBERS:

Frame side members must be of one-piece construction between the front and rear spring hangers. Frame rails must have a minimum tensile strength of 50,000 pounds per square inch (PSI).

FRONT AXLE LUBRICATION:

All buses must have oil-lubricated front axle hubs, providing an externally visible means of checking the lubricant level.

HEADLIGHTS:

Headlights must meet FMVSS and SAE standards. All buses must be equipped with Full-Time Lights (FTL) meeting the following requirements:

1. With the ignition switch off, the headlights will operate normally and the FTL system will not operate.
2. With the ignition switch on or in the "accessory" position, and with the engine not running, the FTL must not operate.
3. With the ignition switch on and the engine running with the headlight switch off, the FTL system must operate, providing low-beam headlights and tail, clearance and identification (ID) lights.
4. In all cases, the headlight switch must override the FTL system when in the "on" position.
5. This system must include a buzzer that activates if the headlight system is on with the key switch in the "off" position.

HOOD:

Engine hood on Type C buses must not require more than 20 pounds of force to open or close.

IGNITION SYSTEM:

All ignition switches must be keyed alike. All buses of like chassis manufacturer and type must have one key.

Note: Local district policy may supersede this requirement.

INSULATION:

Type C chassis must include full width and height heat and noise insulation on the inside or outside of the bus covering the dash panel (firewall) area to as great an extent as possible and at least up to the top of the firewall and down to the point that the body floor connects to the firewall, including the engine cover (doghouse). Type D Front Engine buses must include complete heat and noise insulation of the doghouse area.

LINE-SET TICKET:

Manufacturer must include with delivery of vehicle a line-set ticket to accurately reflect all chassis components, GAWR of both front and rear axles, and GVWR.

PAINT AND FINISH, TYPES C and D CHASSIS:

School bus yellow paint must meet SBMTC-008 for color and must have a finished gloss rating of at least 85 at 60°F and a distinctness of image rating of an average of at least 50 measured using the same method specified for gloss under GENERAL INFORMATION AND WARRANTY PROVISIONS. Paint must be applied for a total dry thickness of at least 1.8 mils over all painted surfaces. Trim, lettering and bumper must be black, except that bumper must be striped with reflective material in accordance with [National School Transportation Specifications and](#)

Procedures, Revised 2025 and Procedures or these specifications. Steel rims must be powder-coated, National School Bus Yellow, by the wheel manufacturer. Lug nuts must not be painted.

NOTE: MFSAB is excluded from the school bus yellow color requirement of this section; however, all other paint rating requirements shall apply. See MFSAB requirements under **GENERAL INFORMATION AND WARRANTY PROVISIONS** beginning on page 1.

RADIATOR FILLER TUBE:

The radiator filler must be located for ease of service from the engine compartment on Type C and Type D rear engine buses. It must be located for ease of service from outside the bus on Type D front engine buses.

STABILITY CONTROL:

Electronic stability control meeting the minimum requirements of FMVSS No. 136 is required.

STEERING:

A tilt steering wheel/column is required.

TIRES AND RIMS:

Chassis must be equipped with radial tubeless tires mounted on aluminum or hub-piloted disc wheels. Tires and rims must conform to current standards of the Tire and Rim Association (see Chassis Specifications Charts for sizes). See PAINT AND FINISH for wheel color information.

TRANSMISSION, AUTOMATIC:

An automatic transmission is required on all chassis as specified:

1. Type C 29-47 capacity, Allison PTS 2100, 5-speed or Ford 6R140, 5-speed or approved equal.
2. Type C 65-78 capacity, Allison PTS 2500, 5-speed or Ford 6R140, 5-speed or approved equal.
3. Type D 71 capacity front engine, Allison PTS 2500, 5-speed or approved equal.
4. Type D 78-89 capacity front engine, Allison PTS 2500, 5-speed or approved equal.
5. Type D 72 capacity rear engine, Allison PTS 2500, 5-speed or approved equal.
6. Type D 78-89 capacity rear engine, Allison PTS 3000, 6-speed or approved equal.

All requests for transmission substitutions must be approved in writing by the purchasing district and by the department's School Transportation Management Section.

Allison PTS 2000 series transmissions must include an external spin-on type, vertically mounted transmission fluid filter. The shifter must be dash- or console-mounted and must be either a T-handle or push-button design.

Allison PTS 3000 series transmissions must have at least 5 speeds enabled for front engine Type D and 6x speeds for rear engine Type D.

All transmissions require synthetic or OEM approved equal transmission fluid and must use OEM filters.

Automatic transmissions incorporating a parking pawl must have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission. All non-park pawl transmissions must incorporate a park brake interlock that requires the service brake to be applied to allow release of the parking brake.

WIRING HARNESS:

All chassis electrical wiring must conform to current standards of the Society of Automotive Engineers, be coded by color, and be insulated and completely encased in convoluted loom or equivalent protective wrapping. In locations that prevent such looming, wires must be properly held in place by appropriate fasteners at intervals necessary to prevent possible damage to wire insulation. The fuse box door, if equipped, must have a positive latch. All chassis

electrical circuits must be fused per the requirements of FMVSS. Buses using multiplexed electrical systems may meet the intent of these specifications without the use of specified equipment, subject to approval by the department.

TYPE C CHASSIS:

Maximum Design (Passenger) Capacity	29LT	29	47	65	71	77
Front Axle Weight Rating (pounds)	5,000	6,000	7,000	9,000	10,000	10,000
Rear Axle Weight Rating (pounds)	10,000	13,000	15,000	19,000	19,000	20,000
Cowl to axle, minimum (inches)	123	123	162	229	250	250
Tires – minimum size, Load Range; tubeless-radial ply*	225R-19.5F	10R-22.5-F	11R-22.5-G	11R-22.5-G	11R-22.5-G	11R-22.5-G
Disc wheels – minimum rim width (inches)	6.75	7.5	8.25	8.25	8.25	8.25
Hub-piloted disc wheels for tubeless radial tires	6 stud, 5 hand hold	6 stud, 5 hand hold	10 stud, 2 hand hold	10 stud, 2 hand hold	10 stud, 2 hand hold	10 stud, 2 hand hold
Minimum size fuel tank (gallons)	30	30	60	60	60	60
Allison transmission series (# of forward gears) ** Must include park pawl.	PTS 1000 or 2200 (5)**	PTS 2100 (5)	PTS 2100 (5)	PTS 2500 (5)	PTS 2500 (5)	PTS 2500 (5)

TYPE D FORWARD CONTROL FRONT ENGINE:

Maximum Design (Passenger) Capacity	71	77	83	89
Front Axle Weight Rating (pounds)	10,800	12,000	12,000	12,000
Rear Axle Weight Rating (pounds)	17,000	19,000	21,000	23,000
Tires – minimum size, Load Range acceptable*	11R-22.5G	11R-22.5G	11R-22.5-G	11R-22.5-G
Hub-piloted disc wheels-10 stud, minimum rim width (inches)	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold
Minimum size fuel tank (gallons)	60	60	60	60
Allison transmission series (# of forward gears)	PTS 2500 (5)	PTS 3000 (5)	PTS 3000 (5)	PTS 3000 (5)

An automatic transmission is required on all chassis. See **TRANSMISSION, AUTOMATIC** for required specifications.

Maximum overall length of the bus must not exceed 45 feet, bumper to bumper.

*Low-profile tubeless radial tires of size and load range meeting Tire and Rim Association Standards for the required GAWRs may be approved in lieu of standard conventional tubeless radial tires.

TYPE D REAR ENGINE CHASSIS SPECIFICATIONS CHART:

Maximum Design (Passenger) Capacity	72	78	84	90
Front Axle Weight Rating (pounds)	11,000	12,000	12,000	12,000
Rear Axle Weight Rating (pounds)	19,000	21,000	23,000	23,000
Tires – minimum size, Load Range acceptable *	11R-22.5-G	11R-22.5-G	11R-22.5-G	11R-22.5-G
Hub-piloted disc wheels-10 stud, minimum rim width (inches)	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold	8.25, 2 hand hold
Minimum size fuel tank (gallons)	60	60	60	60
Allison transmission series (# of forward gears)	PTS 2500 (5)	PTS 3000 (6)	PTS 3000 (6)	PTS 3000 (6)

Maximum length of vehicle must not exceed 45 feet, bumper to bumper.

*Must meet Tire and Rim Association Standards. Low-profile tubeless radial tires of size and load range meeting Tire and Rim Association Standards for the required GAWRs may be approved in lieu of standard conventional tubeless radial tires.

TYPE C AND TYPE D SCHOOL BUS OPTIONAL CHASSIS EQUIPMENT SPECIFICATIONS

AIR-SPRUNG FRONT SUSPENSION SYSTEM:

There shall be an option for an air-ride or approved equivalent air-sprung front suspension system, when available. Front shock absorbers are also required with this option, as on standard suspension systems.

AIR-SPRUNG REAR SUSPENSION SYSTEM:

There shall be an option for an air-ride or approved equivalent air-sprung rear suspension system, when available. Rear shock absorbers are also required with this option, as on standard suspension systems.

ALTERNATOR, HIGHER OUTPUT:

There shall be an option for alternators having a minimum of 270 amps hot-rated output.

COLLISION MITIGATION:

There shall be an option for passive and/or active electronic collision mitigation system(s), if available.

ELECTRIC SCHOOL BUS (ESB):

This specification is for new electric school buses only and does not allow for the modification of any existing school bus.

COMPLIANCE WITH FMVSS:

All electric systems shall be in full compliance with all applicable FMVSS and all Society of Automotive Engineers standards that are applicable at time of manufacture.

ADDITIONAL REQUIREMENTS:

CHARGING:

1. Charging connection point shall be outside the passenger compartment.
2. While charging, the transmission/propulsion system shall be rendered inoperative.
3. Shall have AC or DC charging capabilities with standard SAE J1772 CCS1 connector.
4. Shall be V2G (Vehicle to Grid) capable.

ELECTRIC POWER SOURCE (BATTERY):

1. Shall not be located in or accessible from the interior of the school bus.
2. Shall be designed to prevent the passenger compartment from becoming energized.
3. All batteries shall be designed to prevent any dangerous fluids or fumes from entering the passenger area.
4. There shall be a disconnect switch or device to shut-off the high voltage components at the power source in the event of a crash.
5. Battery packs shall be liquid cooled.
6. Battery and electrical drive component warranty shall be a minimum of 5 years/100,000 miles

HEATING:

Heaters shall be capable of heating the passenger and driver's compartments.

INSTRUMENT DISPLAY:

The instrument display panel must also contain an indicator showing the state of charge (power and/or range).

MARKINGS:

1. The outer layer of insulation or wiring conduit for drive system high-voltage wiring shall be industry standard orange color.
2. All high-voltage components shall be labeled with a "high voltage" marking/warning.
3. An electric vehicle identifying label shall be affixed on the right rear corner of the bus body. An additional label shall be applied to the right side of the bus rearward of the entrance door and to the left side of the bus aft of the driver's window.

POWER DISCONNECT:

1. A power disconnect device or switch shall be provided.
2. This disconnect device or switch shall be clearly marked.
3. If located inside a compartment, the compartment shall be clearly marked.
4. This device or switch shall not be in or accessible from the passenger area.
5. There shall be a label affixed near the battery disconnect switch to identify its location for first responders.

POWER REGENERATION:

When the unit is in motion and the driver removes his/her foot from the accelerator, power regeneration occurs.

PROPULSION SYSTEM /DRIVETRAIN

1. Shall be of sufficient power and torque to propel the vehicle fully loaded up to at least 60 mph and no more than 70 mph.
2. The propulsion system may be mounted using a drivetrain or positioned in a way to provide power to the wheels.
3. All propulsion systems must be contained below the floor line and cannot come into contact with the road surface.
4. Propulsion system warranties shall be a minimum 5 years/100,000 miles.

SEATING:

All seats shall be mounted to minimize contact with batteries and underside of the bus if seat replacement is necessary.

SOUND GENERATION:

All electric school buses shall comply with FMVSS 141 and produce a constant sound level for pedestrian alert while in motion under 20 mph.

HIGH CAPACITY FUEL TANK:

There shall be an option for a fuel tank of higher capacity than the standard fuel tank, mounted on the right side or between the frame rails, when available.

LOW-PROFILE RADIAL TIRES:

There shall be an option for all-wheel-position, highway-ribbed, low-profile tubeless radial tires of size and load range meeting Tire and Rim Association Standards for the required GAWRs.

SPARE DISC WHEEL:

There shall be an option for a spare disc wheel, which must be same size, type, and color as the original rims.

TOW HOOKS OR TOW EYES:

There shall be an option for two heavy-duty tow hooks or tow eyes, installed by manufacturer on each frame rail at the front of the bus in an approved manner. The manufacturer may also offer rear-mounted tow hooks or tow eyes meeting these requirements.

STRAIGHT FLOOR CHASSIS:

There shall be an option for a chassis designed to accept straight floor bodies (i.e., bodies with no wheel wells). This type of chassis must have a combination of axles, suspension, tires, wheels, and axle stops that ensures that the maximum upward travel of the rear suspension in normal straight-ahead driving does not protrude above the top of the frame rails.

TIRES:

There shall be an option for alternate brand, size, and tread designs of tires when available. Optional tires must meet GAWR requirements and Tire and Rim Association Standards.

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SECTION III

MINIMUM SCHOOL BUS BODY SPECIFICATIONS

The specifications set forth in this section apply to Types A, C, and D school buses. Special exceptions for Type D bodies are listed at the end of this section. The completed school bus must meet all Federal Motor Vehicle Safety Standards, requirements of the State of Florida and requirements of the [National School Transportation Specifications and Procedures, Revised 2025](#) (state specifications supersede national specifications). References to bus capacity within these specifications are for Maximum Design Capacity, as defined below under **BODY DATA PLATE**.

BATTERY DISCONNECT SWITCH:

There must be a battery disconnect switch in the air conditioning (A/C) or battery compartment or within 3 feet of the battery box if no A/C box is available. This switch must be accessible and operable from the exterior of the bus. Electronic control modules may be connected to battery power per the manufacturer's discretion; however, any circuit that does not become an open circuit with the actuation of the battery disconnect switch must be fused appropriately at the power source and labeled so each circuit is easily identifiable.

BODY DATA PLATE:

A durable data plate must be mounted inside the body in a clearly visible location. The body data plate information must include a listing of the "Maximum Design Capacity" and the "Equipped Capacity" of the body. Maximum Design Capacity must be the maximum number of passengers the bus (body shell size) can carry, based on 12.8 inches minimum seat width per passenger, with the minimum knee room (seat spacing) permitted by FMVSS No. 222. Equipped Capacity must be the actual passenger capacity of the finished body, as equipped by the manufacturer, based on:

1. The number of total passengers the installed bench seats are designed to carry; and
2. The number of wheelchair positions installed (based on wheelchair space dimensions contained in Section IV of these specifications); and
3. An example of the format to be used for Equipped Capacity is "28 + 3 WC," meaning 28 standard passenger seats plus 3 wheelchair positions.

BODY FLUID CLEANUP KIT:

Each bus must be equipped with a disposable, sealed body fluid cleanup kit mounted by a method that will retain it under a load equivalent to 20 times the weight of the kit and must be removable without the use of tools. The kit must be accessible to the driver. The kit container must be sealed with a breakable, non-reusable seal, with the following items:

1. A U.S. Environmental Protection Agency (EPA) registered liquid germicide (tuberculocidal) disinfectant;
2. A fully disposable wiping cloth;
3. A water-resistant spatula;
4. Step-by-step directions;
5. Absorbent material with odor counteractant;
6. Two pairs of gloves (Nitrile);
7. One package towelettes; and
8. A discard bag (non-labeled paper bag with plastic liner and a twist tie). This bag must be approximately 4 x 6 x 14 inches and of a non-safety color (i.e., not red, orange, or yellow).

BUMPER, REAR:

The rear bumper must be of pressed steel channel at least 3/16 inch thick, 8 inches wide (vertically), and flanged 2 inches at the top and bottom, or otherwise designed to furnish equal flexural strength. It must be of wraparound design and securely fastened to each chassis rail and braced from each end of bumper to chassis rail with heavy braces. The bumper must have the structure and strength necessary to allow the unloaded vehicle to be lifted with a bumper jack without deformation or damage. The contour of the bumper must fit the contour of the body in a manner to prevent

hitching to or riding on the bumper. An appropriate seal must be applied between the bumper and the body panel, unless the gap between the bumper and the body panel is 1/8 inch or less.

DRIVER'S DOCUMENT COMPARTMENT:

On Types C and D buses, a pouch on the front side of the driver's side crash barrier with minimum dimensions of 17 x 12 x 4 inches is required. This pouch must be located to the left side of the barrier for Type B and C buses, and to the right side of the barrier for Type D buses, accessible to the driver from the seated position. It must be made of the same material as the covering on the barrier and have a lid or cover with a latching device such as Velcro™ or snaps.

DRIVER'S SEAT:

All school buses must have a driver's seat equipped with a one-piece high back designed to minimize the potential for head and neck injuries in rear impacts, provide minimum obstruction to the driver's view of passengers, and meet applicable requirements of FMVSS No. 222. The height of the seat back must be sufficient to provide the specified protection for up to the size of a 95th percentile adult male, as defined in FMVSS No. 208. The driver contact area of the cushion and seat back must be made of soil and wear-resistant cloth material, nylon, or an equivalent. The remainder of the seat may be of a different material. The seat must be centered behind the steering wheel, with the backrest a minimum distance of 11 inches behind the steering wheel. The seat must be securely mounted to ensure minimal flexing of the seat and the floor panel(s).

All school buses equipped with air brakes must also be equipped with an air suspension driver's seat meeting the following additional requirements:

1. The air control for the height adjustment must be within easy reach of the driver in the seated position.
2. The seat cushion must be a minimum of 19 1/2 inches wide, be fully contoured for maximum comfort, and have a minimum of two positions to allow adjustment of seat bottom angle.
3. The backrest must include adjustable lumbar support.
4. The seat must have a minimum of 7 inches fore and aft travel, adjustable with the driver in the seated position. This requirement applies to the seat mechanism.
5. The seat must have a minimum of 4 inches up and down travel.
6. The seat back must include adjustability of tilt angle.
7. All adjustments must be by fingertip controls not requiring the use of tools.
8. Air suspension seats must be dampened by dual shock absorbers that act independently.
9. The seat must comply with all applicable Federal Motor Vehicle Safety Standards.
10. All other buses must have a driver's seat equipped with a hydraulic and/or spring suspension base, and a minimum seat cushion width of 19 inches, and must meet the other requirements listed herein for air suspension seats.

The chassis manufacturer's standard driver's seat is acceptable for Type A buses. Also, see **GENERAL INFORMATION AND WARRANTY PROVISIONS.**

DRIVER'S SEAT BELT:

Buses must be equipped with a Type 2 lap belt/shoulder harness seat belt assembly for the driver. The design must incorporate a fixed female push-button latch on the right side at seat level, and a male locking bar tongue on the left, retracting side. The assembly must be equipped with a single, dual sensitive Emergency Locking Retractor (ELR) for the lap and shoulder belt. This system must be designed to minimize cinching down on suspension type seats. The lap portion of the belt must be anchored or guided at the seat frame by a metal loop or other means at the right side of the seat to prevent the driver from sliding sideways out of the seat. There must be a minimum of 7 inches of adjustment of the "D" loop of the driver's shoulder harness, designed to provide adequate adjustment for all sizes of drivers within the range of a 5th percentile female to a 95th percentile adult male, as defined in FMVSS No. 208. Shoulder belt tension must be no greater than is necessary to provide reliable retraction of the belt and removal of excess slack. The seat belt assembly and anchorage must meet applicable FMVSS. Seat belt material must be bright orange in color to provide maximum contrast with the driver's clothing.

NOTE: The driver's seat belt assembly for Type A buses must be the manufacturer's standard Type 2 driver seat belt, meeting applicable FMVSS for school buses of 10,000 pounds GVWR and less.

ELECTRICAL EQUIPMENT AND WIRING:

All wiring must conform to current SAE standards, be coded by color and be insulated. All joints must be soldered or joined by equally effective fasteners. All wires connected directly to the battery must have the end terminals protected with heat-shrink tubing. Body wiring and connectors, including any battery cables routed by the body manufacturer, must be routed so as to eliminate the possibility of wiring and connectors becoming abraded, pierced by fasteners, shorted, or otherwise damaged during manufacture and use. All chassis and body electrical wiring must be completely encased in convoluted loom or equivalent protective wrapping. In locations that prevent such looming, wires must be properly held in place by appropriate fasteners at intervals necessary to prevent possible damage to wire insulation. A complete body wiring diagram showing the location of wires and the code of circuits for buses meeting Florida Specifications must be installed in each body. Additionally, for all school bus body optional electronic components installed in the bus, the body manufacturer must provide each district with at least one comprehensive parts and repair manual. Buses using multiplexed electrical systems may meet the intent of these specifications without the use of specified equipment subject to approval by the department. All requirements listed herein for Light Emitting Diode (LED) type lights must be for the latest generation LEDs available at the time of manufacture. Electrical components specified below must be provided, and wiring must be in circuits, as follows:

ACCESS PANEL, ELECTRICAL:

All Type C and D buses must be equipped with an electrical access panel to provide access to body electrical components and circuits.

BACKUP LIGHTS; BACKUP ALARM and DECAL:

There must be two backup lights of 4 inches in diameter, or 12.5 square inches, on the rear of all bodies meeting the following requirements:

1. They must be sealed LED lights;
2. They must use a plug connector; and
3. They must be set into the bus body (flush-mounted).

The body manufacturer must provide a backup alarm on each bus to provide audible warning that the bus is in reverse gear. The alarm must meet the requirements of SAE J994 and have a variable volume feature that allows the alarm to vary from 87 dBA to 112 dBA sound level, staying at least 5 dBA above the ambient noise level.

All buses must have a decal in full view of the driver indicating that the bus is equipped with a backup alarm.

BRAKE/TAIL LAMPS, LARGE:

Buses must be equipped with two combination LED type brake/tail lamps of a minimum of 7 inches in diameter or 38 square inches, mounted as high and spaced as far apart laterally as practical, below the window line, but not less than 3 feet measured from the center of the lamps. Also, they must use a plug type connector meeting FMVSS and SAE standards.

BRAKE/TAIL LAMPS, SMALL:

Buses must be equipped with two combination brake/tail lamps of 4 inches in diameter or 12.5 square inches, meeting FMVSS. Light intensity must at least equal Class A turn signal units. These lights must be LED lights with smooth exterior lens surfaces. They must use a plug connector and be set into the bus body.

CIRCUIT BREAKERS:

All body electrical circuits must be fused per the requirements of FMVSS. The main body electrical circuit must be protected by a manually resettable circuit breaker or fusible link.

CLEARANCE AND IDENTIFICATION LIGHTS:

All clearance and identification lights must meet current SAE requirements and FMVSS and must:

1. Be sealed LED lights.
2. Be surface-mounted with Lexan™, polycarbonate, or other non-corrosive material guard to prevent breakage. Lights set into the body do not require guards.
3. Use a plug connector.
4. Be activated by the headlight circuit.

CONTROL PANEL LIGHTING:

The control panel or switches supplied by the body manufacturer must be illuminated and have a control for varying the illumination to the control panel or switches.

EMERGENCY EXIT BUZZER:**HEATER/DEFROSTER:**

There must be a heater mounted in the front of the bus. A supplemental heater may be installed in any bus. All heaters must provide heat throughout the bus body, provide defrosting for the windshield and entrance door, and have a minimum rating of 50K BTU. Defroster systems must meet the SAE Standard J381 performance requirement.

All heater hoses must meet or exceed SAEJ20R EC Class D-1 standards. If silicone hoses are used, shoe design hose clamps must be used. Heater lines on the interior of the bus must be fully shielded to prevent scalding of the driver or passengers in the event of a hose or connection failure. The modesty panels must not obstruct heat flow from the driver's area to the passenger area of the bus; this may be accomplished by ducting or other means that retains, to the extent practical, the required full width aluminized steel panel extending down to the floor. Also see **SEATING AND MODESTY PANELS**.

A 1/4 turn ballcock coolant flow regulating valve for the heater must be installed so that its control is accessible to the driver, but in such a location as to discourage tampering by students. This valve may be remotely located if a suitable remote control system is used. Also required are 1/4 turn ballcock coolant flow regulating shut-off valves, installed in the pressure and return lines as close to the engine as possible.

The windshield defroster and defogging system must provide defogging of the entire windshield, driver's side window and entrance door glasses by using hot air taken from the heater core. Bodies that do not have defrosters providing forced heated air by means of ducting across entire base of windshield must be equipped with an additional right-side mounted defroster fan that uses hot air from the heater. One electrical switch must be provided to simultaneously turn on or off any fan(s) providing hot air for defogging of the windshield, driver's side window, and entrance door glass.

NOTE: Type A buses must have a fresh air type heater and defroster system as installed by the chassis manufacturer.

INTERIOR LIGHTS:

There must be at least four recessed flush-mounted interior lights in the passenger compartment of the bus, operated by one switch mounted on the control panel. If more than six lights are used, then an additional switch may be added to control these lights. There must also be two recessed flush-mounted interior lights mounted in the driver's area of the bus (to the left and right of the centerline of the bus), operated by a separate switch mounted on the control panel. Lenses for all interior lights must be Lexan™ or other polycarbonate material. All interior lights must be LED lights.

LICENSE PLATE LAMP:

Must be LED and may be combined with one of the required combination brake/tail lamps.

MASTER SWITCH FOR BODY ELECTRICAL CIRCUITS AND OTHER SWITCHES:

All bodies must be equipped with an electrical circuit master switch that will turn body circuits ON and OFF by means of a solenoid (relay) controlled by the ignition switch. There must also be a manual noise abatement switch installed in the control panel, labeled and alternately colored, and wired into the activation circuit for the master body circuit solenoid. This must be an on/off switch that deactivates all body equipment that produces noise, including, at least, the AM/FM radio, heaters, air conditioners, fans, and defrosters. This switch must not deactivate safety systems such as windshield wipers or lighting systems. On Types C and D buses there must also be a switch mounted in a location inaccessible to the driver to manually start the diesel particulate filter regeneration process. This switch must be appropriately labeled.

POST-TRIP PASSENGER CHECK SYSTEM:

System Requirements:

1. The bus must be equipped with a system to require the driver to walk to the rearmost interior of the bus after each trip to deactivate the system via a push button and to ensure that no passengers are left on the bus. The system must interconnect with the entrance door (and the driver's door on Type A buses) and immediately activate if the door is opened when the system is armed.
2. The system must have an indicator light in view of the driver that is illuminated when the system is armed. The system must be armed any time the bus is in service transporting students. This may be accomplished through the use of any reasonable method, such as recording a speed above 20 MPH or exceeding 10 minutes of operation with the door closed. In all cases, the system must arm itself after 10 minutes of operation, and/or any time the red student warning lights are activated.
3. The system may not be disarmed until the vehicle ignition switch has been switched to the "off" position. The system must not be activated if the ignition switch is placed in the accessory position or if the bus is restarted.
4. The system must turn on the interior lights when the ignition switch is turned to the "off" position. The lights must remain on for 60 seconds after system deactivation.
5. The system must not have a bypass.
6. The system must sound the vehicle horn and flash the headlights if the driver fails to deactivate the system within 60 seconds of turning the ignition off. Type A buses may activate the red student warning lights in lieu of the headlights.
7. The system must be disarmed by the use of a push button switch placed on the left rear bulkhead or above the left rear passenger window for Types A, C, and D front engine (FE) buses. The push button must be placed above the left rear passenger window for Type D rear engine (RE) buses. This button must be clearly marked.

System Definitions:

1. Armed = The system is functioning and is ready to alarm.
2. Disarmed = The system is off and inactive.
3. Activated = The horn is blowing and the lights are flashing.
4. Deactivated = The disarm switch at the rear of the bus has been operated by the driver.

System Functionality:

1. The system must be fully automatic in function and must not provide for manual bypass or override capability under any circumstances.
2. From the bus sitting still with ignition key in the "off" position:
 - a. With the ignition key switched to the "accessory" position, the system remains disarmed.
 - b. With the ignition key switched to the "on" position (engine remaining off), the system remains disarmed.
 - c. With the ignition key switched to the "on" position (engine running) and the bus operated under 20 MPH, the system remains disarmed.
 - d. With the ignition key switched to the "on" position (engine running) and the bus operated over 20 MPH or for more than 10 minutes of continuous operation (or other reasonable operational trigger mechanism), the system is armed.
3. From bus having been operated over 10 minutes, no longer moving, with the entrance door (and driver's door, if equipped) closed, the ignition key in the "on" position (engine running) and the system armed:
 - a. With the ignition key switched to "off" position (engine off), the interior dome lights are immediately illuminated.
 - b. With the ignition key switched to the "off" position (engine off) and the ignition key switched back to the "on" position (engine off or restarted) within 60 seconds, the interior dome lights are extinguished and the system remains armed, but flashing lights and horn alarms are not activated.
 - c. With the ignition key switched to the "off" position (engine off), interior dome lights illuminated and entrance door (or driver's door, if equipped) opened, flashing light and horn alarms are activated.
 - d. With the ignition key switched to the "off" position (engine off), interior dome lights illuminated and the driver taking no action for 60 seconds, the flashing lights and horn alarms are activated.
 - e. With the ignition key switched to the "off" position (engine off), interior dome lights illuminated, and driver walking to the rear of the bus and disarming the system within 60 seconds, the system is disarmed and no flashing lights and horn alarms are activated.
4. Once the flashing lights and horn alarms are activated, they can be deactivated only by disarming the system at the rear of the bus.
5. The interior dome lights are extinguished 60 seconds after the system is disarmed.

STUDENT WARNING LIGHTS, STOP ARMS, STUDENT CROSSING ARM, AND SYSTEM CONTROLS AND OPERATION:**Student Warning Lights:**

Must be dual-mounted side by side on all corners of bus roof caps. Mounting must be as high as practical on the top and as near the outer edge of the bus as curvature permits. The lamps must be securely mounted. There must be a black background that is at least 1¼ inches wide. The lamps installed in the outboard locations must be red; the lamps installed in the inboard locations must be amber. The lamps must be clearly visible in bright sunlight for a minimum of 500 feet. Additionally, student warning lights must:

1. Have light assemblies of a flat back design. Cutouts in roof caps must be no larger than necessary to accommodate the student warning lights wires. A flush-mounted design is acceptable.
2. Use strobing LED bulbs.

3. Be 7 inches in diameter or 38 square inches minimum.

System Controls:

Must be equipped with the following driver-actuated controls:

1. Master switch – provides means for deactivating the entire system, as would be required when opening the door at a railroad grade crossing.
2. Control switch – three positions: OFF, AMBER, and RED. The switch may be a rocker, pull-type, or other switch providing three positions. This switch must be separated from the master switch by at least 1 inch and colored red.
3. Switch actuated by the service door.
4. Controls must provide for the combinations of switch positions and conditions of student warning lights, stop arm(s), stop arm lights, and audible alarm, as indicated on the chart below.

NOTE: The system must not be designed in such a way that the operator is required to actuate the controls in a particular sequence to achieve the desired combination of conditions. For example, if the driver places the three-position switch in the AMBER position, with the master switch ON, it must not be required that the three-position switch be moved to RED or that the service door be opened in order to deactivate the AMBER lights. In this example, the driver must be able to deactivate the AMBER lights by going directly from the AMBER to the OFF position.

With Master Switch, Control Switch, and Service Door in the Following Positions:				Condition of Stop Arm(s), Stop Arm Lights, AMBER and RED Student Warning Lights and Audible Alarm Must Be:				
	MASTER SWITCH POSITION (ON or OFF)	CONTROL SWITCH POSITION (three positions: OFF, AMBER or RED)	SERVICE DOOR POSITION		STOP ARMS, STOP ARM LIGHTS	AMBER STUDENT WARNING and PILOT LIGHTS	RED STUDENT WARNING and PILOT LIGHTS	AUDIBLE ALARM
1	ON	OFF	CLOSED	1	RETRACTED, OFF	OFF	OFF	OFF
2	ON	OFF	OPEN	2	RETRACTED, OFF	OFF	ON	ON
3	ON	AMBER	CLOSED	3	RETRACTED, OFF	ON	OFF	OFF
4	ON	AMBER	OPEN	4	RETRACTED, OFF	OFF	ON	ON
5	ON	RED	CLOSED	5	EXTENDED, ON	OFF	ON	OFF
6	ON	RED	OPEN	6	EXTENDED, ON	OFF	ON	OFF
7	OFF	ANY POSITION	ANY POSITION	7	RETRACTED, OFF	OFF	OFF	OFF

Student Crossing Arm:

Is required and must be:

1. Air-operated on all air brake-equipped buses.
2. Electrically operated on all hydraulic brake buses.
3. Mounted to the far right side of the front bumper and open to an angle perpendicular to the bus.
4. Designed so that all components and connections are weatherproofed.
5. Removable with hand tools for towing of the bus.
6. Designed to meet or exceed SAE Standard J1133.
7. Constructed of noncorrosive or nonferrous material or treated in accordance with the body sheet metal standard.
8. Designed so that it has no sharp edges or projections that could cause hazard or injury to students.
9. Designed and equipped with a four-point mounting to the front bumper.
10. Designed so that the arm extends approximately 72 inches from the front bumper when in the extended position. The arm must be constructed of a yellow polycarbonate material or noncorrosive tubing painted yellow. Approximate dimensions of the arm must be 65 x 3 x 1 inches.
11. Designed and installed to extend simultaneously with the stop arms by means of the stop arm control and retract within 8 seconds of deactivation.
12. Equipped with a magnetic device or other assembly attached to the bumper at the end of the arm to provide a positive latch for the arm when not in use; this device must also reduce the tendency of the arm to rattle and vibrate when not in use.

Stop Arm Signals:

For all 47 capacity and larger buses, there must be installed on the left outside of the body two approved octagonal stop-signal arms, each equipped with two double-faced alternately flashing LED strobe lights for signaling a student stop. All buses of less than 47 capacity must be equipped with one stop arm. Bodies to be mounted on chassis with hydraulic brakes must be equipped with electrically actuated stop arm(s). Air-powered stop arms must be provided as standard equipment on all buses equipped with air brakes. The rear stop arm location on buses equipped with dual stop arms must be the left side of the bus, as close as practical to the left rear corner of the body. The light lenses of all stop arms must be RED. Air lines must not be readily accessible to students inside or outside the bus and must be made of copper, steel or nonmetallic materials meeting SAE Standard J848D Fittings must be brass. Stop signal arms must meet the applicable requirements of SAE J1133. For controls, see the requirements above under System Controls. Stop arms must retract within six seconds of deactivation. For color, see **LETTERING AND TRIM**.

STEP WELL LIGHT:

A step well light must illuminate the bus entrance and be adequately protected. The step well light must be activated automatically when the service door is opened and the clearance lights are on. The step well light must be LED. See **SERVICE DOOR** for further operational requirements.

STROBE LIGHT:

A required white flashing LED strobe lamp must be installed on the roof of a school bus at a location centered (laterally) and approximately 48 inches (longitudinally) from the rear edge of the rear roof cap. If the bus is equipped with a roof hatch or other roof-mounted equipment falling within the above-mentioned measurements, the strobe lamp may be located directly behind that equipment. The lamp shall have a single clear lens emitting light 360 degrees around its vertical axis, meeting the requirements of SAE J845. It may not extend above the roof more than the maximum legal vehicle height, as described in s. [316.515\(2\), F.S.](#) A manual switch and a pilot lamp shall be included to indicate when the lamp is in operation.

TURN SIGNAL LAMPS:

Front turn signal lights must be amber LED lights (if available). Side turn signal lights must be amber LED lights on each side of the bus, mounted rearward of the service door on the right side and rearward of the front stop arm on the left side. All buses over 30 feet in length must have two amber LED turn signal lights mounted on each side of the bus. The rearmost side turn signals on buses over 30 feet long must be mounted at or rearward of the centerline of the rear axle. Rear turn signal lights must be plug-in LED lights that meet current SAE requirements and comply with FMVSS.

TWO-WAY RADIO:

Use of a two-way radio communications system approved by the school district is acceptable.

VIDEO CAMERA MONITORING SYSTEMS:

Districts may install video cameras in buses provided the installed system:

1. Is mounted securely in the bus;
2. Is outside the federal head impact zone (FMVSS No. 222);
3. Is located in an area not likely to cause student injury; and
4. Has no sharp edges or projections.

NOTE: This is the end of the **ELECTRICAL EQUIPMENT AND WIRING** section.

EMERGENCY EXITS:

1. The emergency door on all Types A, C, and front engine Type D buses must be located at the center of the rear of the bus and have a minimum horizontal opening of 24 inches and vertical opening of 48 inches.
2. The emergency door must be hinged on the right-hand side using hinge(s) with a brass or rust-resistant rod.
3. The outside control must consist of a nondetachable opening device designed to prevent "hitching to."
4. The emergency door must be equipped with a slide bar, cam-operated latching device having a minimum stroke of 1 inch.
5. The switch for the warning system must be enclosed in a metal case or durable case of other material, with rounded, protected edges. Wires leading from the switch must be concealed in the bus body. The switch must be installed so that the plunger contacts the farthest edge of the slide bar in such a manner that any movement of slide bar will immediately close the switch circuit and activate the buzzer.
6. The door latch must be equipped with an interior handle that extends approximately to the center of the emergency door. It must lift up to release.
7. There must also be attached to the door, in such a way that it is visible inside and outside the bus, labeling as follows: "This door is equipped with a hold-open device. To release, open the door to its fully opened position." This sticker must be red on a white background, and the lettering must be a minimum height of 1/2 inch.

Each non-lift bus must also be equipped with push-out type emergency exit side windows of similar design to the standard side windows, except for the following:

1. The emergency window assemblies must be hinged on the forward side.
2. No emergency window may be placed next to any child safety seat.
3. Emergency windows must be installed in the following quantity on non-lift buses:
 - a. 0 to 40 capacity 1 window per side
 - b. 41 to 72 capacity 2 windows per side
 - c. 73 to 90 capacity 3 windows per side

Buses 35 capacity and smaller must be equipped with one roof hatch emergency exit/ventilator. Buses over 35 capacity must be equipped with two roof hatch emergency exit/ventilators. Specifications for roof hatches must be as follows (also see **GENERAL INFORMATION AND WARRANTY PROVISIONS**):

1. Hinge(s) must be located on forward and rearward side of hatch.

2. The design must provide a "partially open" position along the full width of the hatch adequate to allow air to enter or exit and, thereby, ventilate the bus by opening either the front or rear of the hatch. The hatch must allow for partial opening on any of its four sides and on all four sides simultaneously.

Buses equipped with a lift are not required to be equipped with push-out emergency exit windows unless mandated by FMVSS No. 217. Lift buses may be equipped with push-out type emergency exit windows based on the capacity of a comparably sized non-lift bus.

EMERGENCY ROADSIDE REFLECTORS:

There must be three reflector warning devices, meeting the requirements of FMVSS No. 125, mounted in a location accessible to driver in the front section of the bus, and stored in a container. The container must be sealed with a breakable, non-reusable seal.

FIRE EXTINGUISHER:

A dry-chemical fire extinguisher with a gauge and designed to restrain tampering must be mounted in a place accessible to the driver, preferably near the service door.

The fire extinguisher must bear the label of Underwriters Laboratories, Inc., showing a rating of no less than 2A-10BC.

FIRST-AID KIT:

The bus must carry a Grade A, moisture- and dust-proof first-aid kit, mounted in such a manner that it can be easily detached and made portable, in an accessible place in the driver's compartment. The container must be sealed with a breakable, non-reusable seal, and the contents must be as follows:

1-inch bandage compress (e.g., Band-Aids)	two packages
40-inch triangular bandage with two safety pins	one package
4 x 4-inch sterile gauze pads	two packages of six each
2-inch Kerlix rolled bandage	one roll, 6 yards in length
1-inch roll adhesive tape	one roll, 2 1/2 yards in length
Eye dressing packet	two packages

FLOOR AND FLOOR COVERING:

1. The floor must be level from front to back and from side to side except for the wheel housings, the toe board and the driver's seat platform.
2. All sills must be permanently attached to the floor.
3. The driver's compartment plate on conventional bodies must be removable, installed level with the bus floor. All components requiring servicing must be readily accessible. Openings in the bus floor to meet this requirement must be reinforced to maintain the full strength of the unpunctured floor.

NOTE: Items 1-3 above do not apply to Type A Buses less than 14,500 GVWR. For Type A buses less than 14,500 GVWR, the floor must provide adequate and firm support for seat legs and must have a minimum 1/2 inch marine grade or pressure-treated plywood, securely mounted to the floor. Basic floor construction of Type A buses must be the manufacturer's standard, meeting applicable FMVSS.

4. The floor covering must be resistant to ultraviolet light, ozone and moisture and have a minimum tensile strength of 1,200 pounds per square inch (PSI) and a minimum elongation of 100 percent. Floor covering must be abrasion-resistant and slip-resistant and have a minimum coefficient of friction of 0.85 as measured under American Society for Testing and Materials (ASTM) D1894 or 0.65 as measured under ASTM D2047.
5. The floor covering from the top step landing area to the emergency door (or rear seat on Type D rear engine buses) must be ribbed aisle, non-skid and wear-resistant, fire-resistant elastomer. Elastomer floor covering must meet Federal Specification ZZ-M-71d.

6. The landing area at the top of the steps must be ribbed elastomer, which must extend to the ribbed aisle floor cover. The leading horizontal edge, or nosing, must be white or yellow ribbed elastomer or other contrasting color and must have an integral 90 degree turn-down with a square leading edge matching the step treads.
7. All joints or seams in the floor covering must be covered with non-ferrous metal, minimum 1 inch wide, and the driver's compartment, except at the cowl, must have a special, approved molding. Alternate materials may be used if they provide equivalent durability. The molding must be securely attached to prevent a tripping hazard.
8. Manufacturers may use seamless one-piece floor rubber with an integral ribbed aisle meeting the requirements in items 4 and 5. Aisle molding is not required when the bus is equipped with one-piece floor rubber.
9. All holes in the chassis firewall and around the transmission cover and engine housing must be adequately sealed.
10. A commercially available truck bed liner material meeting the requirements in items 4 and 5 may be substituted for the required flooring material.

FUEL FILLER OPENING:

An opening of adequate size and design must be provided over fuel filler. Also see **LETTERING AND TRIM**.

GRAB HANDLE AT ENTRANCE:

A suitable grab handle or rail must be provided at the front entrance, securely mounted inside of the body. Grab handles must be made of round stainless steel, minimum 1 inch outside diameter (OD). The grab handle and mounting must be designed to minimize the possibility of students' clothing or personal items becoming lodged or caught upon exiting the bus, in order to reduce the risk of injury or fatality to passengers from being dragged outside the bus.

INSULATION AND SEALING OF JOINTS:

The overlap of the edge of the exterior roof and side panels, and also the top edge of rub rails, must be sealed to prevent moisture, dust, and other contaminants from entering the joints and the bus.

LETTERING AND TRIM:

Trim on the three rub rails below the beltline and all lettering must be black (except for stop signs). Entrance door frames, pilaster panels and other trim panels may be painted black, if approved by the department. The letters of the words "SCHOOL BUS" on the top front and rear section of the bus body must be 8 inches high and correspond to the Series B, Standard Alphabet (see the [National School Transportation Specifications and Procedures, Revised 2025](#)). "(Name of District) DISTRICT SCHOOLS" on each side of the bus body at the beltline must be in 6-inch minimum letters. Private and charter schools may alternately affix the name of the school in the aforementioned format and location. Bus numbers must be a minimum of 6 inches in height and on each side and on the front bumper and rear of the bus body. "EMERGENCY DOOR" must be in 2-inch letters at the top or directly above the door, visible inside and outside of bus. Lettering to indicate the fuel type must be located on the body adjacent to the fuel filler opening using letters that are a minimum of 1 inch in height. The words "STOP WHEN RED LIGHTS FLASH" must be displayed on the back of all buses in 6-inch black letters. If a school bus infraction detection system is installed and operational, it must have a graphic depiction of a camera with the words "Camera Enforced" Reference FS 316.173 Section 2a Also, see the lettering requirements for emergency exits, including roof hatches and push-out windows, under **EMERGENCY EXITS**.

The front stop signal arm (both sides of arm) and rear stop arm (rear side only) must have a red background with a reflectorized white border; the letters "STOP" must be in 6-inch white reflectorized letters. Both sides of the front stop arm and the rear side of the rear stop arm must have reflectorized red sheeting of high-intensity material. The front side of the rear stop arm must be painted red.

NOTE: Buses must include the lettering and trim specified above, and are limited to lettering, trim, symbols, markings, and coloration specified in the [National School Transportation Specifications and Procedures, Revised 2025](#).

LICENSE HOLDER:

A license holder must be included on the left rear outside of the body, with a suitable method for mounting the license tag.

LOCKUP DEVICES:

Any emergency door equipped with a locking device must have an ignition interlock that prevents starting the engine when the door is locked, meeting requirements of FMVSS No. 217. Emergency exit windows must not be operable (under normal conditions) from outside the bus and must not be equipped with any locking device.

MIRROR SYSTEM:

1. **Interior Mirror:** Must provide adequate viewing of the entire length and width of the interior of the bus and be at least 6 x 30 inches. The mirror must meet the following requirements:
 - a. Meet or exceed American National Standards Institutes (ANSI) Z97.1 requirements for safety glazing in mobile environments and be bonded to the mirror housing;
 - b. Include a heavy-duty, single-piece mounting bracket that ensures stability;
 - c. Housing must be low-gloss black;
 - d. Incorporate an adjustment to allow the driver to reposition the mirror without the use of tools; and
 - e. Have a soft gasket type frame that is bonded to the housing.

NOTE: Interior mirror on Type A buses must be a minimum of 50 square inches and meet the above requirements.

2. **Exterior Mirrors:**

Each school bus must be equipped with a system of exterior mirrors complying with FMVSS No. 111 and meeting the following requirements:

- a. **Cross/Side-View Mirror System:** This mirror system must incorporate the following features and requirements:
 - i. Only one mirror is to be installed at each front corner of the bus.
 - ii. Mirrors must not reflect excessive glare from the bus headlights or the sun into the driver's eyes. Mirrors must be a 1/4 sphere or shaded 1/2 sphere design.
 - iii. Stainless steel or non-corrosive fasteners must be used in the construction of the mirror assembly and to hold the brackets to the body.
 - iv. Mirror stabilizer brackets on all Type C composite hoods must use through-the-fender rubber or nylon mounts with stainless steel caps to reduce mirror vibration and erosion of the hood material.
 - v. All exterior mirror fasteners, mounts and bracketry must be of non-corrosive material.
- b. **Rear Vision Mirror System:** A rear vision mirror system must be provided that incorporates the following features and requirements:
 - i. The system must consist of one flat and one convex mirror lens per side. Each mirror set must be mounted on a breakaway arm with a positive detent or lock.
 - ii. Each of the four required mirrors in the rear vision mirror system must be electrically operated and remotely controlled from the driver's location.
 - iii. All exterior mirror fasteners, mounts and bracketry must be stainless steel. Stainless steel or non-corrosive fasteners must be used in the construction of the mirror assembly and to hold the brackets to the body.
- c. **Overall Exterior Mirror System:** (cross/side-view and rear vision mirrors) must be isolated from vibration and be compliant with FMVSS No. 111.

NOISE REDUCTION PACKAGE:

A noise reduction package is required and must include full insulation of the ceiling, walls, and front and rear of the bus, including body bows and engine compartment, plus minimum 1/2-inch marine grade or pressure-treated plywood

or equivalent composite material securely mounted to the floor. Insulation material must be fire-resistant and of a type that will not harbor dampness.

PAINT AND FINISH:

All National School Bus Yellow paint must meet the [National School Transportation Specifications and Procedures, Revised 2025](#) for color and have a finished gloss rating of at least 85 at 60°F and a distinctness of image (DOI) rating of an average of at least 50, measured using the same method specified for gloss under **GENERAL INFORMATION AND WARRANTY PROVISIONS**. Paint must be applied for a total dry thickness of at least

1.8 mils over all painted surfaces. School bus roofs must be painted white in color, and must meet the gloss and DOI ratings. White paint may extend to the leading and trailing edge of the roof caps, and may extend down to the drip rails. Trim, lettering and bumpers must be black except that bumpers must be striped in accordance with [National School Transportation Specifications and Procedures, Revised 2015](#) or these specifications. Also see **GENERAL INFORMATION AND WARRANTY PROVISIONS** for warranty requirements, **LETTERING AND TRIM** and **REFLECTIVE MARKINGS**.

PANELING, INTERIOR:

Interior panel fastenings must minimize vibrations and rumble. A cove molding, which may be an extension of the body panels, must be installed covering the wall-to-floor joint beginning at the windshield post on the left side of the bus and extending along the walls around the corners to the service door on the right side. Molding must be securely fastened so that dirt will not readily work under it. The interior paneled area immediately below the window line must be aluminum-coated steel.

REFLECTIVE MARKING PACKAGE:

There must be installed a reflective marking package as specified in the [National School Transportation Specifications and Procedures, Revised 2025](#). Striping must be installed longitudinally along the length of the body at the vertical location immediately below the seat level rub rails, but high enough so as to clear wheel wells, whenever possible. Short breaks in the striping at rivet locations are acceptable. Reflective markings are also required for all emergency exits, as specified in FMVSS No. 217.

RUB RAILS:

1. There must be a rub rail on each side of the bus approximately at seat level, which must extend from the entrance door post around the bus body (except for emergency door) to the point of curvature near the cowl on the left side.
2. There must be rub rails located approximately at the floor line and the bottom of the outer skirt, which must cover the same longitudinal area as the upper rub rail, except at wheel housings, but extend only to the right and left corners.
3. Rub rails must be applied outside of body panels. Pressed-in or snap-in rub rails do not satisfy this requirement.

SEATING, MODESTY PANELS (RESTRAINING BARRIERS), LAP BELTS, AND WEBBING CUTTERS:

1. Passenger seats must be mounted facing forward and provide a minimum of 12.8 inches of seat width per passenger seating position. The aisle must be 12 inches wide at a minimum. This plan of body seating must be used to determine seating capacity (see **BODY DATA PLATE**).
2. Seat spacing must meet the requirements of FMVSS No. 222. The first seat on each side of all Types A, C and D buses must be equipped with FMVSS No. 225-compliant child safety seat anchorage points. All 39-inch FMVSS No. 225-compliant passenger seats must be equipped with two sets of anchorage points per bench seat. All passenger seats compliant with FMVSS No. 225 with a seat width of less than 36 inches must be equipped with one set of anchorage points per bench seat.
3. All passenger seats compliant with FMVSS No. 225 must be spaced to provide the maximum knee room (seat spacing) permitted by FMVSS No. 222. The rest of the passenger seats must provide for a minimum of 24 inches of knee room.
4. Seat padding must be secured to the frame so that it will not snag. Screws and bolts used in seat back construction must not be exposed.

5. Restraining barriers and passenger seats, including the seat back and the entire bottom cushion (including underside), must be covered with blue vinyl-coated material. All passenger seat assemblies and barriers must meet the requirements of the [National School Transportation Specifications and Procedures, Revised 2015](#). Buses must have an FMVSS-compliant padded restraining barrier in front of the forward-most passenger seat on each side of the bus. Also see Section V for restraining barrier requirements for buses equipped with wheelchair lifts. Restraining barriers at the entrance side and the driver's side must have a full-width, aluminized steel panel below the padded section extending down to the floor, except as specified under heater/defroster specifications (see **ELECTRICAL EQUIPMENT AND WIRING**).
6. All Type A school buses sold through the State of Florida school bus bid must be equipped with Type II, three-point seat belts in all passenger seating positions. These belt systems must meet the requirements of [National School Transportation Specifications and Procedures, Revised 2025](#).
7. All Types C and D buses must be equipped with lap belts in all passenger seating positions, meeting the following requirements:
 - a. All belts and anchorages must comply with FMVSS Nos. 209 and 210.
 - b. Belts must be manufacturer's standard style lap belts. The nonadjustable buckle end of each belt must be the aisle-side connection point on each passenger seat.
 - c. Each two-part belt must be separately color coded to aid in proper connection.
 - d. Any belt system with parts that can be manually disassembled without the use of tools and any system that is subject to easy vandalism shall not be approved for use in Florida school buses.
 - e. Retractable seat belts are permissible at the purchaser's option. If this system is specified, the retractors must be emergency locking type, and the retractors must be mounted below the seat bight. Seat bight is defined as the area close to and including the intersection of the surfaces of the vehicle seat cushion and the seat back.
 - f. All federal requirements supersede any of these requirements.
 - g. School districts may install restraining systems that differ from these requirements as necessary to accommodate pre-school age children and children with special needs. Such systems must comply with FMVSS Nos. 209, 210, and 213, as applicable, and must be approved by the body manufacturer.
8. All buses must also be equipped with a durable webbing cutter having a full width handgrip and a protected, replaceable blade. The required belt cutter must be mounted in a location accessible to the driver in the seated position and be easily detachable.

SERVICE DOOR:

1. The service door must be a split or jackknife type located at the right front of the bus. Doors must be securely hinged with approved heavy-duty hinges with a brass or rust-resistant rod adequately fastened to the adjoined member. Doors must have a 1-1/2 inch minimum safety gap sealed with a safety flap of approved quality. The door must extend to the bottom step and be fitted with suitable weather strip to keep water from entering the step well.
2. An air-operated entrance door must be provided on all buses equipped with air brakes. This system must have a manually operated override to enable the driver to manually open the door in the event of loss of power. Air-powered entrance doors must operate in accordance with the following table:

Ignition Switch Position	Door Switch Position	Emergency Dump Switch Position	Door Position / Status	Step Well Light Condition
Off	Any	On	Neutral	Off
Off	Any	Off	Neutral	Off
On	Closed	Off	Closed/Active	Off
On	Opened	Off	Open/Active	On
On	Closed	On	Neutral	Off
On	Opened	On	Neutral	On

3. When the key switch is in the "off" position, the air door system must not create a battery draw. All air-powered door systems must provide a rebuildable air cylinder and operate reliably in all weather and temperature conditions. All air-powered door systems must include a method of manually adjusting the opening and closing speed and force of the doors.
4. Hydraulic brake buses must have an electrically controlled entrance door.

5. The service door must have a minimum horizontal opening of 24 inches and a minimum vertical opening of 68 inches. Immediately above the door opening there must be secured to the body panel a high-density foam rubber pad, a minimum of 3 inches in width, or an equivalent approved safety cushion.
6. Doors must be designed and weather strips mounted so that there is no binding or tendency for stripping to dislodge during door operation. One or two glassed-in openings must be provided in each door half with glass of same grade as specified for side windows and mounted in rubber. The bottom of the lower glass panel must not be more than 30 inches from the ground when the bus is unloaded. The top of the upper glass panel must not be more than 6 inches from the top of the door.

SIZES OF BODIES:

The height of Types C and D bus bodies, from the top of the finished floor to the underside of the ceiling, at the center of the body, must be a minimum of 76 inches.

STEP WELL:

A step well of at least three steps must be built in the right front assembly, enclosed with doors extending to the bottom step. Each step must be covered with abrasion-resistant "Pebble-Top" elastomer, the base of which must be at least 3/16 inches thick, with an overall thickness of 5/16 inch, bonded to a durable polymer base and otherwise constructed to provide substantial support, including the leading horizontal edge, which must be "Pebble-Top" type, and white or a color that contrasts with the step tread by at least 70 percent. The polymer backing must have an integral 90-degree turndown with a square leading edge for slip resistance. The lower (first) step height must be between 10 and 16 inches above the ground for all Types A, C, and D buses. Each step must be the full width of the step well at the point where the step is located. Half steps or partial steps are not acceptable.

NOTE: Two steps are acceptable on Type A buses.

STRUCTURAL DESIGN and TESTING:

1. All Types A, C, and D bodies must meet the requirements of FMVSS No. 221 and the requirements of the [National School Transportation Specifications and Procedures, Revised 2025](#) Side Intrusion Test.
2. Each manufacturer of Types A, C or D bodies must certify that representative configurations of its buses produced to meet these specifications comply with the testing and requirements of the Colorado Racking Load Test. See **Colorado Racking Load Test** in Appendix B.
3. Each manufacturer of Types A, C or D bodies must certify that representative configurations of its buses produced to meet these specifications comply with the testing and requirements of the Kentucky Pole Test. See **Kentucky Pole Test** in Appendix C.
4. All bus bodies must be constructed to be in square and level. There must be no more than 1 inch of difference from side to side at the front and rear of the bus body (not counting any chassis lean or twist). All bodies must be mounted such that all designed body contact points are in contact with the chassis frame. All bodies must be centered on the chassis within plus or minus 1/2 inch.

SUN SHIELD:

A dual sun shield system must be provided, consisting of two independently mounted sun shields. One must be mounted above the windshield and the other above the driver's window. Each visor must have a tinted Plexiglas sun shield, minimum 6 x 24 inches, and rounded bull-nosed perimeter edges.

NOTE: The manufacturer's standard sun visor is acceptable on Type A buses.

VANDAL BOX, SIDE MOUNTED

There must be installed on all Types C and D buses an equipment compartment on the ceiling above the driver's side window, measuring approximately 1,600 cubic inches. The compartment must have a door with a positive latch and a keyed-alike lock. No safety equipment shall be mounted inside this compartment.

WINDOWS:

1. All Types A, C, and D buses must have tinted glass that provides the maximum tinting allowed by federal and American National Standards Institute (ANSI) standards for the windshield, the driver's side window(s) and the service door glass. Tinted glass in all windows rear of the driver's compartment must have a light transmission of approximately 28 percent.
2. An adjustable split sash window with safety glass must be mounted in the side of the bus body between each framing post. Permanent marks showing the grade of glass must be visible.
3. Movable windows must be controlled by an approved lock having a finger-touch opener, providing for ease of operation and with no sharp projections. Window latches must be replaceable or rebuildable without disassembling the complete window frame or removing the window from the body. In addition, individual window latches or repair parts must be available and part numbers included in the required body parts catalog. Window seals and visors or drip molding must be installed and provide ample protection from leakage.
4. For ventilation, the driver's window must be adjustable and equipped with a positive latch that can be secured from the inside of bus.
5. The rear door must have two windows, one upper and one lower, installed in a waterproof manner.
6. Rear side windows located at each side of the emergency door must be installed in a waterproof manner. The glass area must be large enough to provide desirable vision to the rear and must be of the same quality and grade as side windows.

WINDSHIELD:

The front body section in the area of the windshield must provide for corner vision. Glass must be laminated safety polished plate with dark tint at top, installed in a waterproof manner and slanted to reduce glare. Glass must meet current SAE specifications and FMVSS. Light tint may be used in all Type D buses in lieu of dark tint at the top.

WINDSHIELD STEPS AND HANDLES:

A step and appropriate grab handle must be installed on each front corner of the body to facilitate cleaning the windshield. The handle must be stainless steel, chrome plated or non-ferrous metal, or may be made of non-metallic material of sufficient structural and mounting strength and resistant to weathering and deterioration, and must provide for secure mounting and adequate hand hold.

NOTE: Steps and handles are not required on Type A buses under 21,500 GVWR.

WINDSHIELD WIPERS AND WASHERS:

1. Electric windshield wipers must be standard on all buses. All wipers by design and installation must provide desirable vision for drivers. Blades and arms must be of sufficient length to clear the windshield glass in the driver's direct view. One switch must control both wipers, and the switch must be located within easy reach from driver's seat, preferably on the turn signal stalk. The system must incorporate a variable delay wipe feature to allow drivers to adjust the speed and frequency of the wipers. The wiper system must be designed to move the blades away from the driver's direct view when in the parked position.
2. Windshield washers must be electrically operated. The washer reservoir must be made of hard plastic or other approved material and have a capacity of at least 1/2 gallon. Flexible plastic bags are not acceptable.

NOTE: The manufacturer's standard windshield wipers are acceptable on Type A buses.

SCHOOL BUS BODY EXCEPTIONS

TYPE D FRONT ENGINE BODY EXCEPTIONS:

1. The distance between the restraining barrier at the rear of the entrance step well and the engine cover must be a minimum of 13 inches.
2. A step, in lieu of stirrup steps, is permitted in or on the front bumper on both sides.
3. The engine cover must provide an adequate seal to the bus floor area to keep engine fumes from entering the passenger compartment and must be insulated to retard transfer of heat and engine noise. The engine cover must be hinged and equipped with a prop rod or other device so that it can be held securely in the fully open position to allow access to the engine.

TYPE D REAR ENGINE BODY EXCEPTIONS:

1. The engine compartment must be constructed to permit servicing of the engine, having one or two doors opening at the rear and louvered, with removable panels on each side of engine compartment. The engine compartment must be sealed at top and front to retard heat transfer and prevent engine fumes from entering the passenger compartment. Provisions must be made for easy removal of the engine through the rear compartment.
2. Mud flaps must be installed at the rear of the dual wheels.
3. A step, in lieu of stirrup steps, is permitted in or on the front bumper on both sides.
4. There must be an engine access panel underneath the rear seat of all rear engine buses designed to provide access to the engine.

OPTIONAL BODY EQUIPMENT SPECIFICATIONS

AUTOMATIC VEHICLE LOCATION AND STUDENT TRACKING SYSTEM:

There shall be an approved option for a system that uses the Global Positioning System (GPS) to determine and wirelessly report the location of the bus in approximately real time. The system may also include an additional feature that will identify individual students as they board or disembark from the bus and report the locations and times.

AUXILIARY DRIVER FAN:

There shall be an approved option for a 6-inch or header-mounted squirrel cage fan to be installed and mounted to the left side of the windshield, when possible, in a location approved by the department.

BAGGAGE COMPARTMENTS:

There shall be an approved option for baggage compartments on all bodies when available. This body option must include a lock and be keyed alike with any other body option requiring use of a key.

BATTERY DISCONNECT SWITCH LABELING:

There shall be an approved option for a label to be placed on the exterior of the bus on the cover of the compartment housing the battery disconnect switch. The label background must be white with red 1-inch letters with the wording "MAIN BATTERY DISCONNECT."

BUS LOCKUP SYSTEM:

There shall be an approved option whereby a bus can be locked at the emergency door as well as the entrance door. An ignition interlock is required for the emergency door to prevent starting the bus if the emergency door or rear window (on RE units) is locked. This body option must be keyed alike with any other body option requiring use of a key.

CEILING PANELS:

There shall be an option for full-width perforated interior ceiling panels extending from the rear header panel forward to at least the front of the engine compartment.

DRIVER'S SEAT WITH INTEGRATED SEAT BELT:

There shall be an approved option for a driver's seat with a seat belt integrated into the seat back, meeting the requirements of DRIVER'S SEAT AND SEAT BELT in this section.

EXTERIOR LIGHT MONITOR:

A system of monitoring exterior lights on the front and rear of the bus from the driver's seated position is approved as an option. Such systems must include:

1. Student warning lamps, both RED and AMBER, front and rear;
2. Tail lamps;
3. Backup lamps;
4. Rear turn signal lamps; and
5. Stop lamps.

A system that monitors only electrical circuits and does not indicate whether the bulb is operational is not acceptable.

FUEL / DEF DOOR:

A lock with two keys may be installed in the fuel/DEF supply service doors of the body skirt. This body option must be keyed alike with any other body option requiring use of a key. Fuel/DEF Doors may be color-coded to reflect fuel type.

INFANT SEATING:

There shall be an approved option for passenger seating designed to safely transport newborns, infants or toddlers, meeting all applicable FMVSS. Such seats may include C.E. White Child Restraint Seats and other systems, as approved by the department.

INTERIOR OVERHEAD STORAGE COMPARTMENTS (MFSAB ONLY):

There shall be an approved option for interior overhead storage compartments that meet the following criteria:

1. Head protection requirements of FMVSS No. 222, School Bus Passenger Seating and Crash Protection, where applicable;
2. Be completely enclosed and equipped with latching door (both door and latch sufficient to withstand a pushing force of 50 pounds applied at the inside center of the door);
3. Have all corners and edges rounded, with a minimum radius of 1 inch, or be padded equivalent to door header padding;
4. Be attached to the bus sufficiently to withstand a force equal to 20 times the maximum rated capacity of the compartment; and
5. Have no protrusions greater than 1/4-inch.

The driver's area forward of the foremost padded barriers will permit the mounting of required safety equipment and vehicle operation equipment.

LETTERING:

Districts may add an **American flag decal** to the exterior of the bus. If used, it must be no more than 6 x 10 inches in size and located in front of the district name on the beltline of the bus. Also see United States Public Law 4 U.S.C. § 7. Districts may add one employee recruitment sign and/or "No Right Turn on Red" sign no larger than 6" x 12" on the back of the bus between the beltline and the rear bumper, provided it does not obstruct any other required signage or windows.

POWDER-COATED WINDOW FRAMES:

There shall be an approved option for electrostatically powder-coated black window frames on all types of buses to reduce friction and improve ease of operation of passenger side windows.

PUBLIC ADDRESS SYSTEM (P.A.), RADIO:

There shall be an approved option for a public address system/AM/FM stereo radio with four speakers inside the bus and one heavy-duty weatherproof P.A. speaker outside the bus. This option must have controls to permit the driver to select inside or outside speakers, and the radio must be mounted in the driver's compartment so that all controls are readily accessible to the driver from the normal seated position. Interior speakers must be flush-mounted. Outside speaker must be mounted under the hood or in another protected location at the front of the bus. An AM/FM stereo radio with four speakers may be offered separately. No internal speakers other than those used for the driver's communication system may be installed within 4 feet of the back of the driver's seat when the seat is in its rearmost upright position.

REAR HEATER:

There shall be an approved option for an additional heater mounted to provide heat in the rear of the body. This option must be installed under a passenger seat or otherwise be protected to eliminate damage to the unit and injury to the students.

RED LIGHT ABOVE EMERGENCY DOOR:

There shall be an approved option for a small red light to be mounted above the emergency door on the interior of the bus that is activated when the clearance lights are on.

THREE-POINT SEAT BELTS AND THREE-POINT SEAT BELT SEATS:

There shall be an approved option for three-point seat belts in two- and three-passenger seats, as approved by the department.

SECTION IV

POWER LIFT EQUIPPED SCHOOL BUS MINIMUM SPECIFICATIONS

INTRODUCTION AND GENERAL REQUIREMENTS FOR EXCEPTIONAL CHILD BUSES:

Exceptional child bus body structure and equipment must conform to the regular bus body specifications in Section III and meet the additional requirements of this section. All school buses equipped with wheelchair lifts must meet or exceed the requirements of FMVSS Nos. [403](#) and [404](#), the [National School Transportation Specifications and Procedures, Revised 2025](#), and all requirements listed herein, which prevail in the event of a conflict.

DEFINITION:

An exceptional child bus is any school bus that is designed, equipped and/or modified to accommodate students with special transportation needs requiring a power lift.

GENERAL REQUIREMENTS:

Exceptional child specially equipped school buses shall comply with the [National School Transportation Specifications and Procedures, Revised 2025](#) and with the FMVSS applicable to their GVWR category. Any school bus to be used for the transportation of children who use a wheelchair or other mobile positioning device, or who require life-support equipment that prohibits use of the regular service entrance, shall be equipped with a power lift.

AISLES:

All school buses equipped with a power lift shall provide a minimum 30-inch pathway leading from any wheelchair position to at least one 30-inch wide emergency exit door. A wheelchair securement position shall never be located directly in front of (blocking) a power lift door location.

GLAZING:

Tinted glazing may be installed in all doors, windows and windshields consistent with federal, state and local regulations.

IDENTIFICATION:

Exceptional child specially equipped school buses shall display the International Symbol of Accessibility below the window line pursuant to appendices A-1 and A-2. Such emblems shall be white on blue background, shall not exceed 12 inches square in size and shall be of a high-intensity retroreflective material.

OCCUPANT RESTRAINT SYSTEM:

If the upper torso belt anchorage is higher than 44 inches measured from the vehicle floor, an adjustment device, as part of the occupant restraint system, shall be supplied (See [FMVSS No. 222](#), S5.4.3 and S5.4.4.).

PASSENGER CAPACITY RATING:

In determining the capacity of a school bus for purposes other than actual passenger load (e.g., vehicle classification or various billing/reimbursement models), any location in a school bus intended for securement of a wheelchair during vehicle operation shall be regarded as four designated seating positions, and each lift area shall count as four designated seating positions.

POWER LIFTS:

1. The power lift shall be located on the right side of the bus body only.
2. Vehicle lifts and installations shall comply with the requirements set forth in:
 - a. [FMVSS No. 403](#), Platform Lift Systems for Motor Vehicles; and
 - b. [FMVSS No. 404](#), Platform Lift Installations in Motor Vehicles.
3. Design loads: The design load of the lift shall be at least 800 pounds. Working parts, such as cables, pulleys and shafts, which can be expected to wear, and upon which the lift depends for support of the load, shall have

a safety factor of at least 6, based on the ultimate strength of the material. Non-working parts, such as platform, frame and attachment hardware that would not be expected to wear, shall have a safety factor of at least 3, based on the ultimate strength of the material.

4. Lift capacity: The lifting mechanism and platform shall be capable of operating effectively with a wheelchair and occupant mass of at least 800 pounds.
5. Documentation: The following information shall be provided with each vehicle equipped with a lift:
6. A phone number where information can be obtained about installation, repair and parts. (Detailed written instructions and a parts list shall be available upon request.)
7. Detailed instructions regarding use of the lift shall be readily visible when the lift door is open, including a diagram showing the proper placement and positioning of wheelchair/mobility aids on the lift.
8. Training materials: The lift manufacturer shall make training materials available to ensure the proper use and maintenance of the lift. These may include instructional videos, classroom curriculum, system test results or other related materials.
9. Identification and certification: Each lift shall be permanently and legibly marked or shall incorporate a non-removable label or tag that states it conforms to all applicable requirements of the current National School Transportation Specifications and Procedures. In addition, and upon request of the original titled purchaser, the lift manufacturer or an authorized representative shall provide a notarized Certificate of Conformance, either original or photocopied, which states that the lift system meets all the applicable requirements of the current National School Transportation Specifications and Procedures.

REGULAR SERVICE ENTRANCE:

1. On power lift-equipped vehicles, steps shall be the full width of the step well, excluding the thickness of the doors in the open position.
2. In addition to the handrail required in section III, an additional handrail is required on all specially equipped school buses. This handrail shall be located on the opposite side of the entrance door from the handrail required in section III and shall meet the same requirements for handrails.

RESTRAINING BARRIERS WITH MODESTY PANELS:

1. There must be a padded restraining barrier with a modesty panel located immediately rearward of the lift if there are wheelchair spaces or regular seating located rearward of the lift and on the same side of the bus.
2. There must be a padded restraining barrier with a modesty panel meeting FMVSS spacing requirements located forward of all passenger seats that do not have another seat properly spaced in front of them.
3. There must be a padded restraining barrier or seat in front of any wheelchair position unless it is contiguous with and behind another wheelchair position.
4. The forwardmost restraining barrier on both sides of the bus must have a full width aluminized modesty panel extending to the floor. If the right front of the passenger area immediately behind the stepwell is not equipped with a restraining barrier due to placement of the wheelchair lift in that location, it must be equipped with a padded stanchion from floor to ceiling with an aluminized modesty panel.

RESTRAINING DEVICES:

1. On power lift-equipped school buses with a GVWR of 10,000 pounds or more, seat frames may be equipped with attachment points to which belt assemblies can be attached for use with child safety restraint systems (CSRSs) that comply with [FMVSS No. 213](#), Child Restraint Systems.
2. Any belt assembly anchorage shall comply with [FMVSS No. 210](#), Seat Belt Assembly Anchorages.
3. Alternatively, a child restraint anchorage system that complies with [FMVSS No. 225](#), Child Restraint Anchorage Systems, may be installed.
4. Seat belt assemblies shall conform to [FMVSS No. 209](#), Seat Belt Assemblies.
5. Child safety restraint systems, which are used to facilitate the transportation of children who in other modes of transportation would be required to use a child, infant or booster seat, shall conform to [FMVSS No. 213](#).

SEATING ARRANGEMENTS:

1. Flexibility in seat spacing to accommodate special devices shall be permitted to meet passenger requirements.

2. All seating shall meet the requirements of [FMVSS No. 222](#), School Bus Passenger Seating and Crash Protection.

SECUREMENT AND RESTRAINT SYSTEM FOR WHEELCHAIRS AND WHEELCHAIR-SEATED OCCUPANTS:

1. For purposes of understanding the various aspects and components of this section, the terms “securement,” “tie down,” “securement system,” and “tie down system” are used exclusively in reference to the devices that anchor the wheelchair to the vehicle.
2. The terms “restraint” and “restraint system” are used exclusively in reference to the equipment that is intended to limit the movement of the wheelchair occupant in a crash or sudden maneuver.
3. The term “wheelchair tie down and occupant restraint system (WTORS)” is used to refer to the total system that secures the wheelchair and restrains the wheelchair occupant.

SPECIAL LIGHT:

Doorways in which lifts are installed shall be equipped with an LED light that provides a minimum of 20 lumens of illumination on the floor of the bus immediately adjacent to the lift during lift operation.

SPECIAL SERVICE ENTRANCE:

1. Power lift-equipped bodies shall have a special service entrance to accommodate the power lift.
2. The special service entrance and door shall be located on the right side of the bus and shall be designed so as not to obstruct the regular service entrance.
3. The opening may extend below the floor through the bottom of the body skirt.
4. If such an opening is used, reinforcements shall be installed at the front and rear of the floor opening to support the floor and give the same strength as other floor openings. A drip molding shall be installed above the special service entrance to effectively divert water from the entrance.
5. Door posts and headers at the special service entrance shall be reinforced sufficiently to provide support and strength equivalent to the areas of the side of the bus not used for the special service entrance.

SPECIAL SERVICE ENTRANCE DOORS:

1. A single door or double doors may be used for the special service entrance.
2. A single door shall be hinged to the forward side of the entrance unless this would obstruct the regular service entrance. If the door is hinged to the rearward side of the doorway, the door shall use a safety mechanism that will prevent it from swinging open should the primary door latch fail. If double doors are used, the system shall be designed to prevent the door(s) from being blown open by the aerodynamic forces created by the forward motion of the bus, and/or shall incorporate a safety mechanism to provide secondary protection should the primary latching mechanism(s) fail.
3. All doors shall have positive fastening devices to hold them in the “open” position when the special service entrance is in use.
4. All doors shall be weather-sealed.
5. When manually operated dual doors are provided, the rear door shall have at least a one-point fastening device to the header. The forward-mounted door shall have at least three one-point fastening devices—to the header, to the floor line of the body, and into the rear door. The door and hinge mechanism shall have strength that is greater than, or equivalent to, the strength of the emergency exit door.
6. Door materials, panels and structural components shall have strength equivalent to the conventional service and emergency doors. Color, rub rail extensions, lettering and other exterior features shall match adjacent sections of the body.
7. Each door shall have windows set in a waterproof manner that are visually similar in size and location to adjacent non-door windows. Glazing shall be of the same type and tinting (if applicable) as standard fixed glass in other body locations.
8. Door(s) shall be equipped with a device that will actuate an audible or visible signal located in the driver’s compartment when the door(s) is not securely closed and the ignition is in the “on” position.
9. A switch shall be installed so that the lift mechanism will not operate when the lift platform door(s) is closed.

10. Special service entrance doors shall be equipped with padding at the top edge of the door opening. The padding shall be at least 3-inches wide and 1-inch thick and shall extend the full width of the door opening.
11. Power lift LED landing light is required on the exterior of the bus to provide illumination for lift operation.

SUPPORT EQUIPMENT AND ACCESSORIES:

1. In addition to the webbing cutter required in section III, each power-lift-equipped bus that is set up to accommodate wheelchairs with webbing attached shall contain an additional webbing cutter properly secured in a location to be determined by the purchaser. The webbing cutter shall meet the requirements listed in section III.
2. Special equipment or supplies that are used in the bus for mobility assistance, health support or safety shall meet local, federal and engineering standards that may apply, including requirements for proper identification. Equipment that may be used for these purposes includes, but is not limited to:
 - a. Wheelchairs and other mobile seating devices. (See subsection on Securement and Restraint System for Wheelchairs and Wheelchair-seated Occupants.)
 - b. Crutches, walkers, canes and other ambulating devices to assist ambulation.
 - c. Medical support equipment. This may include respiratory devices, such as oxygen bottles (which should be no larger than 38 cubic feet for compressed gas) or ventilators. Tanks and valves should be located and positioned to protect them from direct sunlight, bus heater vents or other heat sources. Other equipment may include intravenous and fluid drainage apparatus.
3. Each exceptional child bus that is set up to accommodate wheelchairs or other assistive restraint devices shall be equipped with an emergency evacuation device that is certified and tested to withstand at least a 300-pound load when used as an emergency stretcher or drag. This evacuation device shall be properly secured to the bus in a location to be determined by the purchaser.
4. If transporting oxygen, refer to AMD Standard 003 available online at <http://www.safeambulances.org/wp-content/uploads/2018/04/2014-AMD-Standards-001-027.pdf> for oxygen tank retention requirements.

WHEELCHAIR TIE DOWNS OCCUPANT RESTRAINT SYSTEMS (WTORS)

GENERAL REQUIREMENTS:

1. A WTORS installed in specially equipped school buses shall be designed, installed and operated for use with forward-facing wheelchair-seated passengers and shall comply with all applicable requirements of [FMVSS No. 222](#), School Bus Passenger Seating and Crash Protection, and [SAE J2249](#), WTORS for Use in Motor Vehicles.
2. The WTORS, including the anchorage track, floor plates, pockets, or other anchorages, shall be provided by the same manufacturer or shall be certified to be compatible by manufacturers of all equipment/systems used.
3. Wheelchair securement positions shall be located such that wheelchairs and their occupants do not block access to the lift door.
4. A device for storage of the WTORS shall be provided. When the system is not in use, the storage device shall allow for clean storage of the system, keep the system securely contained within the passenger compartment, provide reasonable protection from vandalism and enable the system to be readily accessed for use.
5. The WTORS, including the storage device, shall meet the flammability standards established in [FMVSS No. 302](#), Flammability of Interior Materials.
6. The following information shall be provided with each vehicle equipped with a securement and restraint system:
 - a. A phone number where information can be obtained about installation, repair and parts. (Detailed written instructions and a parts list shall be available upon request.)
 - b. Detailed instructions regarding use, including a diagram showing the proper placement of the wheelchair/mobility aids and positioning of securement devices and occupant restraints, including correct belt angles.
7. The WTORS manufacturer shall make training materials available to ensure the proper use and maintenance of the WTORS. These may include instructional videos, classroom curriculum, system test results or other related materials.

WHEELCHAIR SECUREMENT/TIE DOWN:

1. Each wheelchair position in an exceptional child bus shall have a minimum clear floor area of 30 inches laterally by 48 inches longitudinally pursuant to [FMVSS No. 222](#), S5.4.1 and S5.4.2.
2. Additional floor area may be required for some wheelchairs. Consultation between the user and the manufacturer is recommended to ensure that adequate area is provided.

POWER LIFT EQUIPPED SCHOOL BUS OPTIONAL EQUIPMENT SPECIFICATIONS

STRAIGHT FLOOR / FLAT FLOOR:

1. There shall be an approved option on any size bus, when available, for an unobstructed straight floor design (i.e., no wheel wells and no step-up at the rear of the driver's compartment). Minimum headroom of Types C and D buses equipped with this option must remain 76 inches as per standard body specifications.
2. There shall be an approved option on any size bus, when available, for an unobstructed flat floor design in the passenger compartment. If this option uses a raised floor that is stepped up behind the driver's area, the forward edge of the aisle must have a white stripe labeled "Step Up" as viewed upon entering the aisle, and a "Step Down" label must be visible upon exiting the aisle.
3. Minimum headroom of Types C and D buses equipped with this option must remain 76 inches as per standard body specifications.
4. The bus must be equipped with 39-inch seats except for locations where lift bus specifications require a 30-inch aisle.

TRACK SEATING:

1. There shall be an approved option for a track-mounted seating system using button track (L track) and a wheelchair securement system meeting Florida specifications that mounts into the track-seating track.
2. The overhead track for the shoulder harness attachment must be present at every possible wheelchair position.
3. The bus must be equipped with 39-inch seats, except when lift bus specifications require a 30-inch aisle.
4. All floor tracking must be anodized aluminum or other material of equal strength that will resist corrosion in Florida's environment.
5. This option must include additional options, as follows:
 - a. Purchase of individual track seating seats;
 - b. Delete a seat, add a wheelchair position with wheelchair tie-downs; and
 - c. Delete a wheelchair position (tie-downs) and add a standard seat.

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SECTION V

AIR CONDITIONER SPECIFICATIONS

PERFORMANCE SPECIFICATIONS:

The installed air conditioner system must meet the high performance standards described in [National School Transportation Specifications and Procedures, Revised 2025](#). Performance test reports shall be made available upon request by the purchasing district or the department.

SYSTEM REQUIREMENTS FOR ALL BUSES:

Evaporators and Ducting:

1. Air intake for any evaporator assembly(ies), except for the front evaporator of Type A buses, must be equipped with replaceable air filter(s) accessible without disassembly of evaporator case.
2. No portion of the air conditioner system may block the driver's view through any window, except that vertical covering in the rear corners of the bus interior for hoses and/or wiring may intrude on the rear quarter window by no more than 2 inches.

Controls, Wiring, Hoses, and Miscellaneous Hardware:

All system operating controls, including on-off switches, blower switches and thermostat controls, must be accessible to the driver in a seated position.

Body:

Any A/C control boards mounted inside or outside the bus must be easily accessible.

Warranty and Serviceability:

Warranty - Air conditioner compressor applications must be approved in writing by the chassis engine manufacturer and state that the installation will not void or reduce the engine manufacturer's warranty or extended service coverage liabilities in any way. Also see **GENERAL INFORMATION AND WARRANTY PROVISIONS**.

Serviceability:

All components requiring periodic servicing must be readily accessible for servicing including, but not limited to:

1. Refrigerant service ports;
2. Sight glasses, which must be directly visible;
3. Any manually resettable circuit breakers;
4. Evaporator air filters – removable and serviceable; and
5. All major component serial numbers must be readily visible.

Parts and Service Manuals:

A comprehensive operator's, maintenance and parts manual(s) must be provided for the entire system, or available via Internet access from the manufacturer's website for each A/C system purchased. Parts manuals must be designed so that all replaceable parts are illustrated by line drawings and numbered on the illustration, with a part description on a separate list under the corresponding part number. Part descriptions should be annotated appropriately with the part number, a proper description (part name) and the quantity required for the application.

listed in the drawings. The service manual or manufacturer's website must also include an overall A/C system diagram with component plumbing, locations and identities indicated for diagnostic purposes.

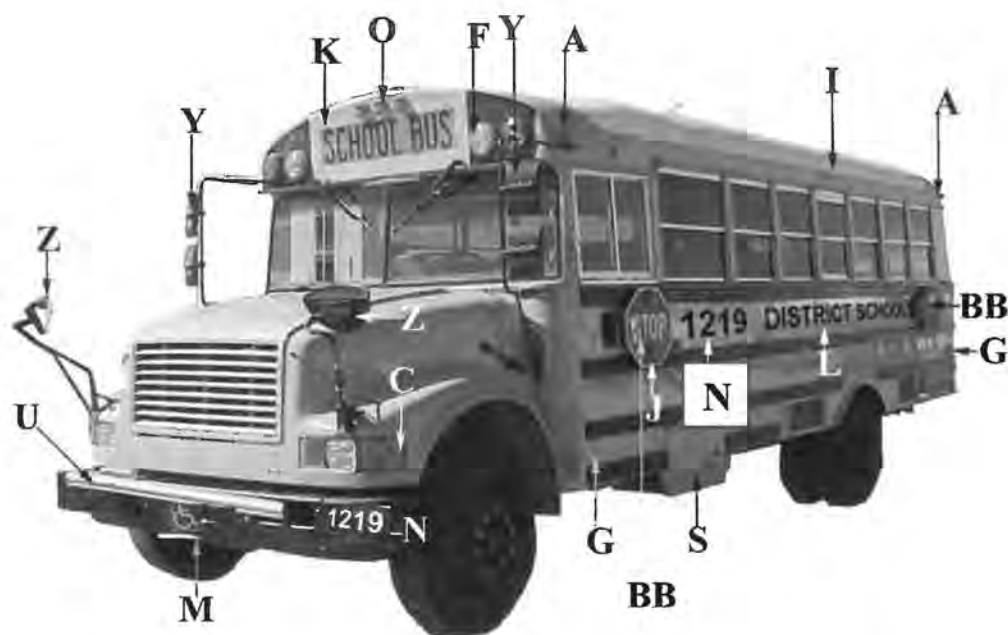
Parts and Tools Availability:

1. All system parts and required special service tools must be readily available, and a list of suppliers must be provided to each school district shop purchasing that brand of air conditioner.
2. Suspension Capacity and Ground Clearance - Ground clearance at the lowest point of the air-conditioning system must be no less than the ground clearance of the bus at the step well.
3. Air conditioner system manufacturers must provide information and data, as needed, to assist in establishing chassis engine performance requirements and in determining chassis electrical components or specifications that may be needed to accommodate the additional electrical demands imposed by the air-conditioning system.

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APPENDIX A

**MINIMUM LETTERING
AND LIGHTING
REQUIREMENTS**



MINIMUM LETTERING AND LIGHTING REQUIREMENTS:

A	LED Clearance Lights	L	(Name of District) District Schools, Each Side, Belt Line, 6-inch lettering
BB	Octagonal Stop Arm	M	Universal Handicapped Symbol, Wheelchair Lift Equipped Bus symbol can be placed anywhere on the front bumper, the size must be 6 by 6 inches minimum.
C	LED Front Turn Signals, (amber lenses)	N	Bus Numbers, 6-inch lettering
F	LED Pupil Warning Lights, Side by Side Amber and Red, Flat Back Design	O	LED Identification Lamps
G	Reflectors	S	Battery Disconnect Switch Decal (optional)
I	Emergency Exit, 2-inch lettering	U	Pupil Crossing Arm
J	Double-Faced Flashing Red LED Lights	Y	Rear View Mirror System
K	SCHOOL BUS, Front and Rear, 8-inch lettering on retro-reflective yellow background	Z	Cross/Side View Mirror System



MINIMUM LETTERING AND LIGHTING REQUIREMENTS:

A	LED Clearance Lights	N	Bus Numbers, 6-inch lettering
B	Seven-inch LED Brake/Tail Lights	M	Universal Handicapped Symbol, Wheelchair Lift Equipped Buses, minimum 6 by 6 inches
C	Seven-inch LED Turn Signals (amber lenses)	O	LED Identification Lamps
E	Four-inch LED Stop/Tail Lights	P	LED Back-up Lights
F	LED Pupil Warning Lights, Side-by-side Amber and Red, Flat Back Design	R	Fuel Door, 1-inch letters, DEF Door
G	Reflectors	T	Wheelchair Lift LED Landing Light
H	LED License Plate Lamp	Y	Rear View Mirror System
I	Emergency Exit Signs, 2-inch lettering	Z	Cross/Side View Mirror System
K	SCHOOL BUS, Front and Rear, 8-inch lettering on retro-reflective yellow background	AA	Roof-mounted White Flashing LED Strobe Light
L	(Name of District) District Schools (each side, belt line), 6-inch letters	CC	Rear Door Lettering, 6-inch lettering

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APPENDIX B

COLORADO RACKING LOAD TEST

COLORADO RACKING LOAD TEST

The Colorado Racking Test shall be required on or before the acceptance date of the first bus of the respective configuration.

TEST PROCEDURE:

In addition to complying with the test procedures described in FMVSS No. 220, the body manufacturers shall record and report the downward vertical movement of the force at 0, 25, 50, 75, and 100 percent of the maximum force (both loading and unloading). The expected force deflection curve is illustrated schematically in Figure 1a. Low load nonlinearities may indicate joint deformation; high load nonlinearities may indicate yielding in structural members.

A second load cycle shall be performed following the procedure given in the first paragraph. The expected force-deflection curve is illustrated schematically in Figure 1b. Any hysteresis following the initial shakedown will be revealed by this second cycle.

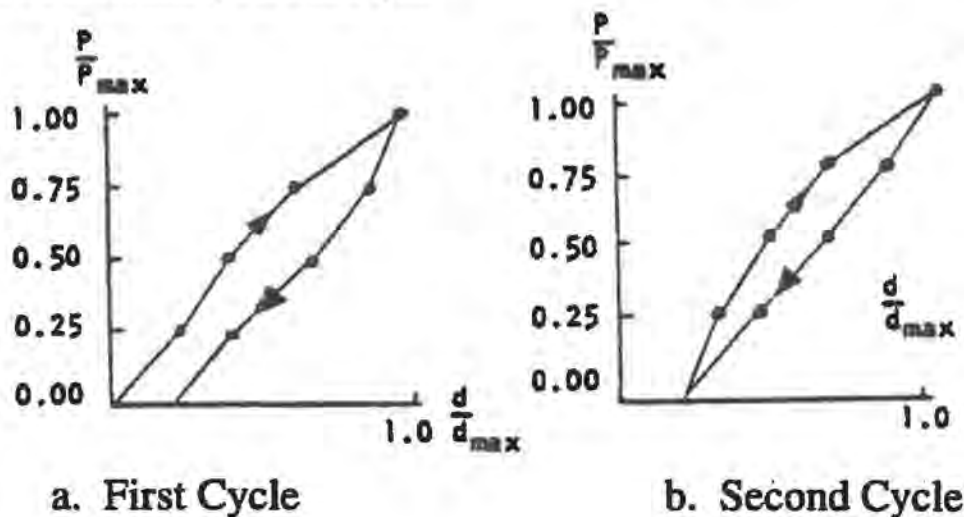


Figure 1. Static Load Test Load-Deflection Curves

A diagonal (racking) load test must be performed on Types A, B, C, and D school buses to ensure adequate shear stiffness and strength of the bus body. Details of the test are provided below:

A two-cycle loading sequence shall be conducted following the described procedure.

(a) Requirements: When a force equal to 1 1/2 times the gross vehicle weight (GVW) is applied to the edge of the roof of the vehicle's body structure through a force application plate, as specified in Test Procedures (b):

1. The diagonal movement of the force at any point on the application plate shall not exceed 5 1/8 inches; and

2. Each emergency exit of the vehicle provided in accordance with FMVSS No. 217 shall be capable of operation as specified in that standard during the full application of the force and after release of the force.

(b) Test Procedures: Each vehicle shall be capable of meeting the requirements of (1) and (2) when tested in accordance with the procedures set forth below.

1. The vehicle shall be supported on a rigid surface along the lower edge of the frame or along the body sills in the absence of a frame.
2. The load shall be applied through a force application plate that is flat and rigid. The dimensions of the plate shall be chosen to assure that the plate edges never make contact with the vehicle skin during testing. A typical width is 18 inches, and a typical length is 20 inches less than the length of the vehicle's roof measured along its longitudinal centerline.
3. Place the force application plate in contact with the edge of the vehicle roof. Orient the plate so that its flat, rigid surface is perpendicular to a diagonal line connecting the most distant points on an interior cross-section of the vehicle. The rear edge of the plate shall be positioned approximately 20 inches from the rear edge of the vehicle roof. A temporary stand may be used to support the plate until a force is applied.
4. Apply an evenly distributed force in a diagonally downward direction through the force application plate at any rate not more than 0.5 inch per second, until a force of 500 pounds has been applied.
5. Apply additional force in a diagonally downward direction through the force application plate at a rate of not more than 0.5 inch per second until the force specified in (a) has been applied, and maintain this application of force.
6. Measure the diagonal movement of any point on the force application plate that occurred during the application of force in accordance with (b)(5), and open the emergency exits as specified in (a)(2).
7. Release all diagonal force applied through the force application plate, and operate the emergency exits as specified in (a)(2).

(c) Test Conditions: The following conditions apply to the requirements specified in (3).

1. Temperature: The ambient temperature is between 32 degrees F and 90 degrees F.
2. Windows and Doors: Vehicle windows, doors, and emergency exits are in the fully-closed position and latched but not locked.

(d) An alternative method of testing for the racking load test shall be as follows:

The racking load shall be applied along a line connecting the most distant points on a transverse cross-section of the bus interior. It produces a shear distortion of the cross-section, as shown in figure 2.

A representative method of loading that employs a hydraulic jack to load a two-frame test assembly is illustrated in figure 2.

The maximum jack load for the two-frame assembly is determined by the following formula:

$J = 2P$ J - maximum jack load for two-frame test assembly

P = load/frame

where P = Dynamic Vehicle Weight (DVW) divided by N

DVW - dynamic vehicle weight

N - total number of bus body frames

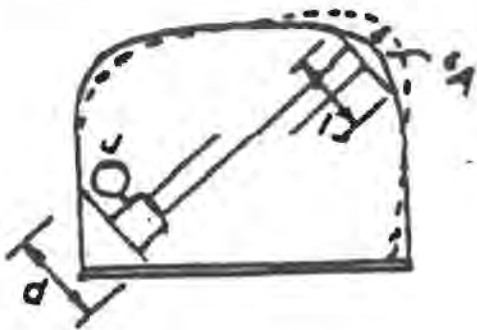
and $DVW = DF \times GVW$

DF - dynamic factor, not less than 1.5

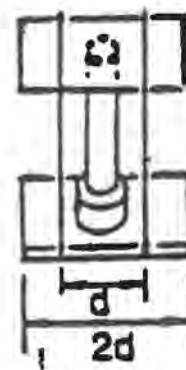
GVW - gross vehicle weight

Thus, for a $DF = 1.5$, a $GVW = 22,000$ pounds-force (lbf) and $N = 11$, the dynamic vehicle weight is $DVW = 33,000$ lbf, the load/frame is $P = 3000$ lbf and the maximum jack load is $J = 6000$ lbf.

When a complete bus body is rack-loaded, the total load DVW must be distributed uniformly along the bus body. This may be accomplished by mounting a series of hydraulic jacks along the length of the bus interior. Seats may be removed to facilitate jack mounting. The rack load will be considered to be uniformly distributed when the variation in the hydraulic jack readings is less than 10 percent. A maximum load is the sum of all jack readings and shall equal DVW.



Transverse Cross Section



Side View

Figure 2. Arrangement of Hydraulic Jack for Rack-Loading of Two-Frame Assembly

The test may be performed on a complete bus body or on a representative section composed of at least two complete frames (body posts plus roof bows) and floor. Standard seats may be installed in the test section in a manner identical to that of the full bus body. Fabrication procedures for the test assembly shall be identical to those used in normal bus body production.

A two-cycle loading sequence shall be conducted, with intermediate and final load and deflection readings recorded, according to the procedure described.

The maximum deflection in line with the jack (A, maximum) shall not exceed 4 inches.

Manufacturer shall specify which testing method was used and submit appropriate certification information.

APPENDIX C
KENTUCKY POLE TEST PROCEDURES

KENTUCKY POLE TEST

The Kentucky Pole Test shall be required on or before the acceptance date of the first bus of the respective configuration.

TEST PROCEDURE:

The body shall be impacted at any point along the roof line on the outside surface, using an 8-inch diameter cylinder, 48 inches long, at a 30 to 45 degree angle, 1 to 3 inches above the top window line. The cylinder shall impact the roofline with the 48 inches dimension in a vertical plane with a force not to exceed 10 inches maximum to 8 inches minimum penetration of the body panels into the passenger compartment after impact.

The manufacturer shall submit appropriate certification information.

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FLORIDA DEPARTMENT OF EDUCATION
ANASTASIOS KAMOUTSAS COMMISSIONER
www.fldoe.org



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December 12, 2025

Mr. Glenn Matthews, President
Matthews Bus Alliance, Inc.
4802 West Colonial Drive
Orlando, Florida 32808

Dear Mr. Matthews:

Based on your November 14, 2025, response to Invitation to Bid (ITB) No. 2026-07, the Florida Department of Education would like to offer your company a contract to furnish Types A, C and D complete school buses, multi-function school activity buses and optional equipment to eligible users. Attached is a list of the units and prices for each awarded configuration.

Please send a performance bond in the amount of \$750,000, made payable to the "Florida Department of Education and Purchasing School Districts," guaranteeing performance for all units manufactured under this contract to: Office of the Comptroller, Matt Kirkland, 325 West Gaines Street, Suite 914, Tallahassee, Florida 32399-0400. Additionally, please respond in writing to accept this bid, and sign and return the original contract form included in the ITB. Upon receipt of your performance bond and acceptance of this contract, eligible users may submit purchase orders from January 1, 2026, through June 30, 2027.

Should you have any questions, please contact the Director of School Transportation, Robert Manspeaker, at Robert.Manspeaker@fldoe.org or 850-245-9795.

Sincerely,

Suzanne Pridgeon

SP/rm

Attachment

cc: Matt Kirkland, Chief Comptroller, Division of Finance and Operations
Li Liu, Bureau Chief, School Business Services
Robert Manspeaker, Director, School Transportation Management Section

Suzanne Pridgeon
Deputy Commissioner, Finance and Operations



4802 WEST COLONIAL DRIVE • ORLANDO, FL 32808 • (800) 330-1175

12/16/2025

Suzanne Pridgeon
Florida Department of Education
Procurement Office
332 Turlington Building
325 West Gaines Street
Tallahassee, FL 32399-0400

RE: ITB #2026-07, Acceptance of Bid Award

Dear Ms. Pridgeon,

This letter is to acknowledge that we have accepted the bid award for ITB 2026-07 by FLDOE.

The Contract for Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment (Attachment K) has been acknowledged and signed from the original bid contract.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Glenn Matthews', is written over a horizontal line.

Glenn Matthews
President
Matthews Bus Alliance, Inc.

Bond No. **101618508**

Performance Bond

KNOW ALL MEN BY THESE PRESENTS,

That we Matthews Bus Alliance, Inc.

, as Principal,

(hereinafter called Principal) and Merchants National Bonding, Inc.

with principal offices in Des Moines

Iowa

, as Surety, (hereinafter called Surety) are held and firmly bound unto

Florida Department of Education and Purchasing School Districts

as Obligee, (hereinafter called Obligee), in the amount of

Seven Hundred Fifty Thousand Dollars And Zero Cents

Dollars \$750,000.00

for payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

WHEREAS, the Principal did on January 01, 2026

enter into a contract with said Obligee for

ITB 2026-07, Furnish Types C and D Complete School Buses, Multi-Function School Activity Buses and Optional Equipment

Contract Term is January 01, 2026 through December 31, 2027

which contract is by reference made a part hereof and is hereinafter referred to as the contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION, is such that if the Principal shall indemnify the Obligee against any loss or damage directly arising by reason of the failure of the Principal to faithfully perform said contract, then this obligation shall be null and void; otherwise to remain in full force and effect.

This bond is executed and accepted subject to the following conditions;

(1) That the Obligee shall faithfully and punctually perform all the terms and conditions of said contract to be performed by the Obligee.

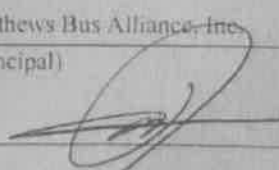
(2) That the Obligee shall notify the Surety by registered letter, addressed and mailed to it at its home office, PO Box 14498,
Des Moines, Iowa 50306

of any breach of said contract within a reasonable time after such breach shall have come to the knowledge of the Obligee.

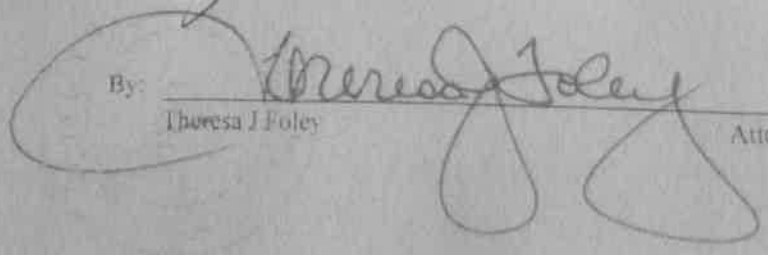
(3) No suit at law or proceedings in equity to recover on this bond shall be instituted after one (1) year from the date of acceptance of the project.

SIGNED, SEALED AND DATED : December 22, 2025

Matthews Bus Alliance, Inc.
(Principal)

By: 

Merchants National Bonding, Inc.

By: 

Theresa J. Foley

Attorney-In-Fact

MERCHANTS
BONDING COMPANY
POWER OF ATTORNEY

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa, and MERCHANTS NATIONAL INDEMNITY COMPANY, an assumed name of Merchants National Bonding, Inc., (herein collectively called the "Companies") do hereby make, constitute and appoint individually,

Jennifer A Jaresz; Judy K Wilson; Kathy S Zack; Kristie A Pudvan; Nicholas Hylant; Theresa J Foley; Vicki S Duncan

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the By-Laws adopted by the Board of Directors of the Companies.

The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed.

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner - Department of Highways of the Commonwealth of Kentucky, at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 21st day of July 2025



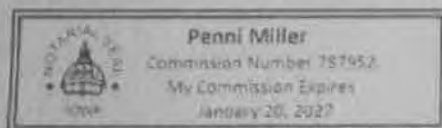
MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.
MERCHANTS NATIONAL INDEMNITY COMPANY

By

Larry Taylor

STATE OF IOWA
COUNTY OF DALLAS ss.

On this 21st day of July 2025 before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL), MERCHANTS NATIONAL BONDING, INC., and MERCHANTS NATIONAL INDEMNITY COMPANY, and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies, and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.



(Expiration of notary's commission
does not invalidate this instrument)

Penni Miller

Notary Public

I, Elisabeth Sandersfeld, Secretary of MERCHANTS BONDING COMPANY (MUTUAL), MERCHANTS NATIONAL BONDING, INC., and MERCHANTS NATIONAL INDEMNITY COMPANY do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 22nd day of December 2025



Elisabeth Sandersfeld

Secretary

State of Florida
Florida Department of Education
Bureau of Contracts, Grants and Procurement Management Services
332 Turlington Building
325 West Gaines Street
Tallahassee, Florida 32399-0400

BID REGISTRATION

BID NO.: ITB 2026-07

TITLE: Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

DATE & TIME DUE: Friday, September 12, 2025 by 9:00 a.m. Eastern Time

Potential Bidders should notify the Florida Department of Education, Bureau of Contracts, Grants and Procurement Management Services by returning this Bid Registration Form as soon as possible after downloading. Complete the information below and send **this sheet only** to Rhonda.Forbes@fldoe.org. Form may also be faxed to fax number 850-245-0719, or mailed to 325 West Gaines Street, 332 Turlington Building, Tallahassee, Florida 32399-0400.

COMPANY NAME: _____

CONTACT PERSON: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

TELEPHONE: () _____ FAX NUMBER: () _____

INTERNET E-MAIL ADDRESS: _____

SIGNED: _____ DATE: _____

For further information about this bidding on contracts for the State of Florida, you may contact Rhonda Forbes at 850-245-0075 or Rhonda.Forbes@fldoe.org.

**State of Florida
Department of Education**

INVITATION TO BID

BID NUMBER: ITB 2026-07

**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

DEADLINES

TECHNICAL QUESTIONS DUE: Friday, September 12, 2025 by 5:00 p.m. Eastern Time

BID RESPONSE SUBMITTAL DUE: Friday, November 14, 2025 by 9:00 a.m. Eastern Time

ESTIMATED POSTING DATE: Wednesday, December 5, 2025

MAIL OR DELIVER BID RESPONSES TO:

Florida Department of Education
Bureau of Contracts, Grants and Procurement Management Services
325 West Gaines Street
344 Turlington Building
Tallahassee, Florida 32399-0400
Attention: Rhonda Forbes

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SECTION 1 –INSTRUCTIONS

1.0 GENERAL INSTRUCTIONS TO RESPONDENT

This section contains instructions explaining the solicitation process and the actions necessary to respond. General Instructions to Respondent (Form PUR 1001 – incorporated herein by reference) is a downloadable document that must be downloaded for review and need not be returned with the respondent's Bid Response. Form PUR 1001 may be accessed at http://dms.myflorida.com/business_operations/state_purchasing under "Documents, Forms, References, and Resources."

In the event of any conflict between Form PUR 1001 and other instructions provided in this document, the additional instructions in this document shall take precedence over Form PUR 1001 unless the conflicting term is required by any section of the Florida Statutes, in which case the statutory requirements shall take precedence.

ALTHOUGH THE ITB MAY USE MANDATORY WORDS LIKE "SHALL," "WILL," "SHOULD," OR "MUST," AND MAY DEFINE CERTAIN ITEMS AS REQUIREMENTS, THE DEPARTMENT RESERVES THE RIGHT, IN ITS DISCRETION, TO WAIVE ANY DEVIATIONS FROM THESE PROVISIONS. IN ADDITION, THERE IS NO GUARANTEE THAT SUCH DEVIATIONS WILL BE DEEMED IN THE STATE'S BEST INTEREST OR A MINOR IRREGULARITY.

SECTION 2 – CONTRACT CONDITIONS

2.0 GENERAL CONTRACT CONDITIONS

Standard terms and conditions that will apply to the contract that results from the solicitation event are provided in this section. General Contract Conditions (Form PUR 1000 – incorporated herein by reference) is a downloadable document that must be downloaded for review and need not be returned with the respondent's Bid Response. Form PUR 1000 may be accessed at http://dms.myflorida.com/business_operations/state_purchasing under "Documents, Forms, References, and Resources."

In the event of any conflict between the PUR 1000 form and any other Special Conditions, the Special Conditions shall take precedence over the PUR 1000 form unless the conflicting term in the PUR form is required by any section of the Florida Statutes, in which case the term contained in PUR 1000 shall take precedence.

SECTION 3 - INTRODUCTION

3.0 INTENT

The State of Florida Department of Education (hereinafter referred to as the "Department") is soliciting written Bid Responses from qualified vendors to establish a term contract for the purchase of Type A, Type C, and Type D school buses, MFSABs and optional equipment. The term is anticipated to begin on January 1, 2026, and be effective for eighteen (18) months thereafter. These specifications intend to set forth and convey to prospective bidders the general type, character, performance, and level of quality of the vehicles desired by the department and purchasing school districts. The contractor is authorized to provide vehicles to all eligible users in the State of Florida. The sale of any vehicles to an eligible user not included in the definition herein is prohibited unless the contractor has received prior written approval from the department. Such services are outlined in an addendum hereto executed by all parties. The parties agree that the laws and rules that apply to this contract shall be those applicable to contracts in excess of Purchasing Category Two, or \$35,000, as defined in s. 287.017, Florida Statutes (F.S.). The resulting contract may not be renewed.

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

3.1 BACKGROUND

Pursuant to S. 1006.27, F.S., the department shall assist district school boards in securing school buses at prices that are as reasonable as possible by providing a plan under which district school boards may voluntarily pool their bids for such purchases and prepares and awards term contracts for the purchase of various types of school buses, MFSABs and optional equipment, and makes the contracts available to district school boards. From time to time, district school boards must furnish the department with information concerning the prices paid for such items. The department periodically furnishes to district school boards information concerning the lowest prices at which school buses, equipment, and related supplies are available based on comparable specifications.

School bus units may be purchased by Florida district school boards, charter schools, and the Florida School for the Deaf and the Blind (FSDB) and by eligible private schools pursuant to the requirements described in s. 1002.42(15)(a), F.S.

Representatives of the Florida Department of Management Services, State Purchasing, may be asked to serve as advisors in the final determination and acceptance of bids.

3.2 DEFINITIONS

As used herein, the following definitions apply:

Bid: All documents and materials in the formal ITB package submitted by a Bidder in response to this solicitation.

Bid Response: The complete response of the Bidder to the ITB, including properly completed forms and supporting documentation.

Bidder: A potential contractor, acting on their behalf and on behalf of those individuals, partnerships, firms, or corporations comprising the Bidder's team, who submits a response to this solicitation.

Configuration: Each unique combination of the following vehicle characteristics: bus type, bus capacity (e.g., 77 capacity), and wheelchair lift (if applicable). An example of a configuration for this purpose is Type C, 77 capacity with lift.

Contract: The agreement between the Department and the successful Bidder after completing the Invitation to Bid process.

Contractor: The successful bidder, selected due to this Invitation to Bid (ITB), with which the Department executes a Contract to provide the required services.

Deliverable: A tangible, specific, quantifiable, and measurable event or item that must be produced to complete a project or part of a project directly related to the scope of services.

Department: Refers to the Florida Department of Education.

Eligible Users: Florida district school boards, charter schools, FSDB, and eligible private schools.

DOE: Florida Department of Education

FE: Front-engine.

FSDB: Florida School for the Deaf and the Blind.

N/A or NA: Not available or not applicable.

N/B or NB: No bid for the base bus or option was submitted. A "no-bid" on a base bus or option will continue to be considered "no-bid" throughout the contract term, including dealer-offered options.

N/C or NC: This is a no-charge item. The department reserves the right to determine whether it is included as standard equipment.

PB: Parent bore engine.

Price: Base unit or option price.

RE: Rear engine.

Ready-to-Use Condition: Units meeting all applicable specifications, with all equipment functioning properly and without substantive defects (as determined by the Florida Department of Education, School Transportation Management Section).

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

Responsive Bidder: A person who has submitted a bid response that conforms in all material aspects to the ITB.

Responsible Bidder: A bidder who demonstrates the capacity in all respects to satisfy the contract requirements with the integrity and reliability that will assure good-faith performance.

Single Audit Act: Establishes state audit and accountability requirements under section 215.97, Florida Statutes, for state financial assistance provided to nonstate entities.

STD: Standard.

STMS: School Transportation Management Section.

Unit(s): Buses produced and sold via the Florida Department of Education's Bid No: ITB 2026-07 for School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment.

Vehicles: Collective reference to various Type A, Type C, and Type D school buses, Multifunctional School Activity Buses (MFSAB) and optional equipment.

Vendor: A potential contractor acting on his or her own behalf and on behalf of those individuals, partnerships, firms, or corporations comprising the vendor's team who has not yet submitted a response to this solicitation.

VIP: Florida Vendor Information Portal – website where all available information regarding this formal procurement is located: MyFloridaMarketPlace Vendor Information Portal

WS: Wet-sleeve engine.

3.3 SCHEDULE OF EVENTS (ALL DATES IN BID SUBJECT TO CHANGE)

ACTIVITY	DATE
Issuance Of ITB	August 19, 2025
Pre-Bid Conference	N/A
Deadline for receipt of Technical Questions [FAX OR E-MAIL (PREFERRED) ACCEPTABLE] NOTE: Administrative questions will be responded to throughout the bid process	Friday, September 12, 2025
Department Response to Technical Questions received by deadline (this date is on or about)	Friday, October 3, 2025
ITB RESPONSES DUE (EMAIL OR FAX NOT ACCEPTABLE) <i>OPENINGS WILL BE CONDUCTED VIA CONFERENCE CALL. TOLL-FREE: 888-585-9008; PIN: 818-095-394</i>	Friday, November 14, 2025
ESTIMATED POSTING OF INTENDED AWARD (date is on or about)	Friday, December 5, 2025
Anticipated Effective Date	Thursday, January 1, 2026

SECTION 4 – SPECIAL INSTRUCTIONS

4.0 NON-RESPONSIVE BIDS, NON-RESPONSIBLE BIDDERS

Bid Responses that fail to provide material information may be rejected as non-responsive. A Bidder whose Bid Responses, past performance, or current status do not reflect the capability, integrity or reliability to perform fully and in good faith the Contract requirements may be rejected as non-responsible. The Department reserves the right to waive any minor irregularities or technicalities in any Bid Response received, to reject any or all Bid Responses in whole or in part, with or without cause, to solicit new Bid Responses or to accept the Bid Response which, in its judgment, will be in the best interest of the Department. The Department reserves the right to use any information presented in any response to this ITB.

4.1 POOR PERFORMANCE NOTICE

The bidder should provide for both the bidder, and his/her employees, subcontractors and subcontractor employees copy of any documents regarding complaints filed, investigations made, warning letters or inspection reports issued,

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

any notice of breach, notice of default, termination notice, suspension notice, or any disciplinary action initiated or taken under any contract or job performance within the past seven (7) years. For each instance listed, provide a narrative summary of the contract's purpose and scope of work, the bidder's performance (including the concerns of the project owner), and any major adverse findings. In addition, provide the contract or job number, the name of the owner; the term of the contract; and the name, address, and telephone number of the owner's contract manager. Please also include any relevant documentation evidencing the performance issues.

The Department reserves the right to seek further information on this matter from the bidder or to make inquiries with the project owner. The information obtained from this review may be used to declare the bidder a non-responsible vendor.

4.2 QUESTIONS

Potential Bidders should examine the ITB to determine if the Department's requirements are clearly stated. If there are any requirements, which restrict competition, the Bidder may request, in writing, to the State that the specifications be changed. The Bidder who requests changes to the State's specifications should identify and describe the Bidder's difficulty in meeting the State's specifications, should provide detailed justification for a change, and should provide recommended changes to the specifications. **Questions concerning conditions and specifications of this ITB and/or requests for changes to the Bid Response should be received in writing by the Bureau of Contracts, Grants, and Procurement Management Services as specified in SECTION 3.3 SCHEDULE OF EVENTS.** A Bidder's failure to request changes by the specified date shall be considered to constitute Bidder's acceptance of State's specifications. The State shall determine what changes to the ITB shall be acceptable to the State.

Questions may be e-mailed, faxed, or delivered to the address below:

Florida Department of Education
Bureau of Contracts, Grants and Procurement Management Services
Attn: Rhonda Forbes
325 West Gaines Street, Room 344
Tallahassee, Florida 32399-0400
E-mail (preferred): Rhonda.Forbes@fldoe.org
FAX (850) 245-0719

4.3 RESTRICTIONS ON COMMUNICATIONS WITH DEPARTMENT STAFF

Bidders shall not communicate with any Department staff concerning this ITB except for the Department contact person identified in **SECTION 4.2 QUESTIONS** of this ITB. Only those communications that are in writing from the Bureau of Contracts, Grants, and Procurement Management Services shall be considered as a duly authorized response on behalf of the Department. For violation of this provision, the Department reserves the right to reject a Bidder's Bid Response.

Bidders to this solicitation or persons acting on their behalf may not contact, between the release of the solicitation and the end of the 72-hour period following the agency posting the notice of intended award, excluding Saturdays, Sundays, and state holidays, any employee or officer of the executive or legislative branch concerning any aspect of this solicitation, except in writing to the procurement officer or as provided in the solicitation documents. Violation of this provision may be grounds for rejecting a Bid Response.

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4.4 PROCUREMENT PROTESTS/NOTICE OF RIGHTS

Pursuant to Florida Statutes, Section 120.57(3)(b):

Any person who is adversely affected by the agency's decision or intended decision shall file with the agency a notice of protest in writing within 72 hours after the posting of the notice of a decision or intended decision. With respect to a protest of the terms, conditions, and specifications contained in a solicitation, including any provisions governing the methods for ranking bids, proposals, or replies, awarding contracts, reserving rights of further negotiation, or modifying or amending any contract, the notice of protest shall be filed in writing within 72 hours after the posting of the solicitation. The formal written protest shall be filed within 10 days after the notice of protest is filed. Failure to file a notice of protest or failure to file a formal written protest shall constitute a waiver of proceedings under this chapter. The formal written protest shall state with particularity the facts and law upon which the protest is based. Saturdays, Sundays, and state holidays shall be excluded in the computation of the 72-hour time periods provided by this paragraph.

Section 120.57(3)(a) provides:

Failure to file a protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under chapter 120, Florida Statutes.

Florida Administrative Code Rule 28-110.002(2) defines the term "decision or intended decision" and includes the solicitation terms (and any addenda), the award of the contract, and a rejection of all Bid Responses.

At the time of filing the Formal Written Protest, the protestor must also file a Protest Bond payable to the Department in an amount equal to 1 percent of the estimated contract amount. Florida Statutes, Section 287.042(2)(c) and Florida Administrative Code Rule 28-110.005 contain further terms relating to the Protest Bond, including how to determine the estimated contract amount. In lieu of a Protest Bond, the Department will accept cashier's checks, official bank checks, or money orders. The bond shall be conditioned upon the payment of all costs and charges that are adjudged against the protestor in the administrative hearing in which the action is brought and in any subsequent appellate court proceeding.

The Notice of Protest, Formal Written Protest, and Protest Bond shall be addressed to the issuing office as defined in **SECTION 7.0 BID SUBMISSION** and filed with the agency clerk.

4.5 ADDENDA

No negotiations, decisions, or actions will be initiated or executed by a Bidder as a result of any oral discussions with a Department employee. Only those communications that are in writing from the Bureau of Contracts, Grants, and Procurement Management Services will be considered as a duly authorized expression on behalf of the Department.

If the Department determines that it should modify or interpret any portion of the ITB documents before the closing time and date, such changes will be included as a written addendum to the ITB. No other methodology will be considered binding or authorized in giving information concerning or explaining, or interpreting the ITB document.

Notice of changes (addenda) will be posted on the Florida Vendor Information Portal (VIP) at <https://vendor.myfloridamarketplace.com/>, click on Search Advertisements under the Florida Solicitation Advertisement section, then populate the Organization field with the Department of Education. Initiate search by clicking the Search button. Click on this bid number to review the posted documents. All potential Bidders are responsible for monitoring this site for any information changes before submitting a Bid Response.

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NOTE: SIGNED ACKNOWLEDGEMENT OF ANY ADDENDA SHOULD ACCOMPANY ITB RESPONSE. FAILURE TO SUBMIT THE ACKNOWLEDGE FORM MAY RESULT IN DISQUALIFICATION OF THE BIDDER

4.6 MINOR EXCEPTIONS

The Department may waive minor deviations or exceptions in Bid Responses, provided such action is in the best interest of the State of Florida. Minor deviations/exceptions are defined as those that have no adverse effect upon the State's interest and would not affect the amount of the Bid by giving a contractor an advantage or benefit not enjoyed by other contractors.

4.7 COPYRIGHTED MATERIAL

Copyrighted material will be accepted as part of a Bid Response only if accompanied by a waiver allowing the Department to make paper and electronic copies necessary for use by Department staff and agents. It is noted that copyrighted material is not exempt from the Public Records Law, Chapter 119, Florida Statutes. Therefore, such material will be subject to viewing by the public, but copies of the material will not be provided to the public. All development and use of copyright material in fulfilling the terms of the Bid shall be governed by the terms of the contract between the Contractor and the Department.

4.8 CONFIDENTIAL MATERIAL

The Department takes its public records responsibilities as provided under chapter 119, Florida Statutes and Article I, Section 24 of the Florida Constitution, very seriously. If respondent considers any portion of the documents, data, or records submitted in response to this solicitation to be confidential, trade secret or otherwise not subject to disclosure pursuant to chapter 119, Florida Statutes, the Florida Constitution or other authority, respondent should clearly mark and identify in its response those portions which are confidential, trade secret or otherwise exempt. Respondents should also simultaneously provide the Department with a separate redacted copy of its response. This redacted copy should contain the Department's solicitation name, number, and the name of the respondent on the cover and should be clearly titled "Redacted Copy." The Redacted Copy should be provided to the Department at the same time respondent submits its response to the solicitation and must only exclude or obliterate those exact portions that are claimed confidential, proprietary, or trade secret.

The Bidder shall be responsible for defending its determination that the redacted portions of its response are confidential, trade secret, or otherwise not subject to disclosure. Furthermore, the Bidder shall protect, defend, and indemnify the Department for any and all claims arising from or relating to respondent's determination that the redacted portions of its response are confidential, proprietary, trade secret, or otherwise not subject to disclosure.

If the Bidder fails to submit a Redacted Copy with its response, the Department is authorized to produce the entire documents, data, or records submitted by the respondent in answer a public records request for these records.

Notwithstanding the foregoing, the Department reserves the right to disclose all material that it determines, in its sole discretion, to be a public record under Florida law.

Public records requests should be submitted to: PRR@fldoe.org.

4.9 PREPARATION COST

ITB responses shall contain all information solicited, plus any additional data, prints, or literature that the Bidder deems pertinent to the Department's understanding and evaluation of their response. This ITB does not commit the Department or any other public agency to pay any costs incurred by the Bidder in the submission of a Bid Response or to make necessary studies or designs for the preparation thereof, nor to procure or contract for any articles or services.

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4.10 WITHDRAWAL

Bidders may modify submitted Bid Responses at any time prior to the Bid due date. Requests for modification of a submitted Bid Response should be in writing and signed by an authorized representative of the Bidder. Upon receipt and acceptance of such a request, the entire Bid Response will be returned to the Bidder and not considered unless resubmitted by the due date and time. Bidders may also send a change in a sealed envelope to be opened at the same time as the Bid Response. The ITB number, opening date, and time should appear on the modified Bid Response envelope.

4.11 PUBLIC OPENING OF BID RESPONSES

Each Bid Response should be dated and time-stamped by the Department, as received. Any Bid Response received after the specified deadline for Bid acceptance may be rejected and returned unopened to the Bidder. Bid Responses will be opened at the designated date and time at the Department's Bureau of Contracts, Grants, and Procurement Management Services, 344 Turlington Building, 325 West Gaines Street, Tallahassee, FL.

4.12 CORRECTION OF BID RESPONSE ERRORS

Information required to be included in the Bid Response is expected to be present and accurate. Corrections of erroneous information or typographical errors may not be permitted after the Department has received the Bid Responses. **The Contractor is solely responsible for proofreading their Bid Response and verifying its accuracy.**

4.13 VISITOR PASS TO THE TURLINGTON BUILDING

Each visitor to the Turlington Building must check in at the security desk in the main lobby. Please allow at least 15 minutes prior to Bid Response due time if hand-delivering your Bid Response to the Bureau of Contracts, Grants, and Procurement Management Services.

4.14 ACCESSIBILITY FOR DISABLED PERSONS

Any person requiring special accommodation because of a disability should call the Department's Bureau of Contracts, Grants, and Procurement Management Services at (850) 245-0735 at least five (5) workdays prior to the Bid opening. If you are hearing or speech impaired, please contact the Department using the Florida Relay Service, which can be reached at 1 (800) 955-8771 (TDD).

4.15 RESPONSE DURATION

All submitted responses are binding for 180 days following the response opening date.

4.16 PRICING

All Bid prices to include the furnishing of all parts, labor, transportation, and incidental services or materials required. There shall be no additional costs charged for work performed under this Bid. All Bid prices should be submitted on the forms provided. All bid prices quoted for Type A, Type C, and Type D school buses, Multifunctional School Activity Buses (MFSAB) and optional equipment should be in even dollar amounts. All bid prices for base units, standard options, and additional contract options, including warranty agreements, should be submitted on the Microsoft Excel worksheets provided in Attachment A – Vendors Bid Price Sheet of this ITB. Pricing is also to be submitted in a Microsoft Excel file format for base buses and options. These worksheets should be emailed to the Procurement Agent listed in Section 4.0. Prospective bidders may also request to receive the electronic worksheets from Rhonda Forbes at Rhonda.Forbes@fldoe.org. The electronic worksheets are identical to the paper-bid price sheets included in the bid. Hard copies of price quotes are still requested but may be printed from the electronic spreadsheets. Pricing must include the furnishing of all parts, labor, transportation, incidental services, and materials required. There shall be no additional price charged for work performed under this bid. All bid prices must remain firm until June 30, 2027, unless the department approves an equitable adjustment, following Form PUR 1000, item 4(e). Prices should be submitted on the forms provided in a SEALED ENVELOPE with the bid number written on the outside.

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The person who signs the transmittal letter should sign or initial each price sheet at the bottom of the page.

Representatives of the Florida Department of Management Services, State Purchasing, may be invited to act as advisors in the final determination and acceptance of bids.

Language in this document takes precedence over any conflicting language in the General Contract Conditions (Form PUR 1000) and General Instructions to Respondents (Form PUR 1001).

4.17 AWARD

As in the State's best interest, the right is reserved to award based on **all or none, group of items, item by item or any combination thereof**, to a responsive, responsible Bidder. As in the best interest of the State of Florida the right is reserved to reject any/ or all Bid Responses or to waive any minor irregularity in the Bid Responses received. Conditions that may cause rejection of Bid Response include, without limitation, evidence of collusion among Bidders, obvious lack of experience or expertise to perform the required work, failure to perform or meet financial obligations on previous contracts.

Bid tabulations will be posted and available for public viewing on the Vendor Information Portal (VIP) at <https://vendor.myfloridamarketplace.com/> and can also be emailed upon request. .

Bid awards will be made in conformance with applicable requirements of chapter 287, F.S.; chapter 60A-1, F.A.C.; and the requirements of this ITB, where it includes additional or more specific procedures. Awards will be made for the following school bus configurations, as available, meeting standard *Florida School Bus Specifications, Effective January 2026*: Type A; Type C; Type D rear engine; and Type D front-engine, subject to the following procedures:

- A low price shall be calculated for each configuration based on the combination price for completed base units submitted on the pricing page P-1 and the average regional delivery cost using price quotes as supplied in this bid (Bid No: ITB 2026-07, Attachment 'A'—Vendor's Bid Price Sheets).
- Bid awards will be made based on a multiple supplier award.
- Overall awards will be made to each responsive and responsible bidder for all configurations on which that bidder submits price quotes within 10 percent of the lowest price. A configuration is defined as a unique combination of the following vehicle characteristics: bus capacity (e.g., 77 capacity), bus type (e.g., Type C), and wheelchair lift (if applicable). An example of a configuration for this purpose is a 77-capacity Type C with a lift.

Technical variations to published bid award procedures may be invoked at the department's discretion when necessary to ensure equity.

4.18 AUTHORIZATION TO DO BUSINESS IN THE STATE OF FLORIDA

Foreign corporations and foreign limited partnerships should be authorized to do business in the State of Florida. Domestic corporations should be active and in good standing in Florida. Such authorization and status should be obtained by the Bid due date and time, but in any case, must be obtained before contract execution. For authorization, contact:

Florida Department of State
Tallahassee, Florida 32399
(850) 245-6053

4.19 LICENSED TO CONDUCT SERVICES IN THE STATE OF FLORIDA

If the service(s) being provided require that individuals be licensed by the Florida Department of Business and Professional Regulation or any other state or federal agency, such licenses should be obtained by the Bid due date and time, but in any case, must be obtained before contract execution. For State licensing, contact:

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

Florida Department of Business and Professional Regulation
Tallahassee, Florida 32399-0797
(850)487-9501

4.20 NOTICE TO CONTRACTOR

The Department shall consider the employment by any Contractor of unauthorized aliens a violation of Section 274A (e) of the Immigration and Nationality Act. If the Contractor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of this contract.

4.21 QUALIFICATIONS

The Department will determine whether the Bidder is qualified to perform the services based on their Bid Response demonstrating satisfactory experience and capability in the work area. The Bidder should identify necessary experienced personnel and/or facilities to support the activities associated with this Bid.

Those individuals who will be directly involved in the project should have demonstrated experience in the areas delineated in the scope of work. Individuals whose qualifications are presented will be committed to the project for its duration unless otherwise excepted by the Department. In the event it becomes necessary for the Contractor to substitute key personnel, in that case, such substitution will take place in consultation with the Department and will be made upon the Department's prior approval, which will not be unreasonably withheld.

4.22 SUBMISSION OF BID RESPONSES BY SUBSIDIARIES OR AFFILIATES

A Bidder, its subsidiaries, affiliates, or related entities is limited to one Bid Response. Submission of more than one Bid Response per activity by a Bidder may cause the rejection of all bids submitted by the Bidder. In the alternative, the Department may decide in its sole discretion, which bid to evaluate and consider A subsidiary or affiliate of a prime Bidder may also be included as a subcontractor in another Bidder's Bid Response.

4.23 IDENTICAL EVALUATION OF BID RESPONSES

Whenever two or more Bid Responses are equal with respect to price, quality, and service are received, the Department will determine the order of award using the criteria established in 60A-1.011, Florida Administrative Code. The "Drug-Free Workplace Program Certification" can be found in Attachment 'D'.

4.24 INDEPENDENT PRICE DETERMINATION

A Bidder shall not collude, consult, communicate, or agree with any other Bidder regarding this procurement as to any matter relating to the Bidder's Response.

4.25 METHOD OF PAYMENT

Payments will be made in accordance with the terms and conditions of the purchase order or contract. Payments will be made in accordance with s. 215.422, F.S., which delineates contractor's rights and the eligible users' responsibilities concerning time allowances for payment of invoices and applicable interest penalties. Pursuant to s. 287.058, F.S., all invoices must be submitted in detail sufficient for a proper pre-audit and post-audit thereof.

Please see ss. 4.35, 7.3, 7.4, and 7.9 for specific requirements related to acceptance of and payment for school buses.

Subject to the requirements for acceptance, all payment for Type A, C, and D buses and MFSABs will be due within 40 days after acceptance by the local purchasing agency or receipt of invoice and the manufacturer's certificate of origin, whichever is later.

Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment**4.26 EXTENSION**

In the event that circumstances arise which make performance by the Contractor impracticable or impossible within the time allowed or which prevent a new contract from being executed, the Department, in its discretion, may grant an extension of the contract. Extension of the contract resulting from this Bid Response shall be in writing for a period not to exceed six (6) months and shall be subject to the same terms and conditions set forth in the contract; The Department may, in its discretion grant a proportional increase in the total dollar amount based on the method and rate established in the contract. There shall be only one extension of the contract unless the failure to meet the criteria set forth in this ITB or resulting contract is due to events beyond the control of the contractor. It shall be the responsibility of the Contractor to ensure at all times that sufficient time remains in the Project Schedule within which to complete services on the project. In the event there have been delays which would affect the project completion date, the Contractor shall submit a written request to the Department which identifies the reason(s) for the delay and the amount of time-related to each reason. The Department will review the request and make a determination as to granting all or part of the requested extension

4.27 INSPECTION AUDIT AND MAINTENANCE OF REPORTS

A representative of the Department, the Comptroller of the State of Florida, or the Auditor General of the State of Florida, or their duly authorized representatives, shall have access, for purposes of examinations and recovery, to any books, documents, papers, and records of the Contractor as they may relate to this contract. The Contractor shall maintain books, records and documents in accordance with acceptable accounting principles and practices that sufficiently and appropriately reflect the changes. The Department may unilaterally cancel any resultant contract for refusal by the Contractor to allow public access to all documents, papers, letters, or other material originated or received by the Contractor in conjunction with this contract subject to the provisions of Florida Statutes, Chapter 119.

4.28 DIVERSITY IN CONTRACTING

The State of Florida is committed to supporting its diverse business industry and population through ensuring participation by minority-, women-, and service-disabled veteran business enterprises in the state's economic life. The State of Florida Mentor Protégé Program connects minority-, women-, and service-disabled veteran business enterprises with private corporations for business development mentoring. We strongly encourage firms doing business with the State of Florida to consider this initiative. For more information on the Mentor Protégé Program, please contact the Office of Supplier Development at (850) 487-0915.

The state is dedicated to fostering the continued development and economic growth of small, minority-, women-, and service-disabled veteran business enterprises. Participation by a diverse group of Vendors doing business with the state is central to this effort. To this end, it is vital that small, minority-, women-, and service-disabled veteran business enterprises participate in the state's procurement process as both Contractors and sub-contractors in this solicitation. Small, minority-, women-, and service-disabled veteran business enterprises are strongly encouraged to contribute to this solicitation.

Information on Certified Minority Business Enterprises (CMBE) and Certified Service-Disabled Veteran Business Enterprises (CSDVBE) is available from the Office of Supplier Development at:
http://dms.myflorida.com/other_programs/office_of_supplier_diversity_osd/.

4.29 SUB-CONTRACTING

The Contract or any portion thereof shall not be sub-contracted, except as permitted herein, or with the prior written approval of the Department. No sub-contract shall, under any circumstances, relieve the Contractor of its liability and obligation under this contract; and despite any such sub-contracting, the Department shall deal through the Contractor, which shall retain the legal responsibility for performing the Contractor obligations.

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In the event any subcontractors are approved by the Department, the Contractor should provide a list of subcontractors to the Department's contract manager upon execution of the Contract. The Contractor should report all subcontractors, including, but not limited to, certified minority, women, and service-disabled veteran subcontracting activities using the attached Utilization Summary form, attached as Attachment E. The Contractor should provide a list of subcontractors to the Department's contract manager upon execution of the Contract. The Contractor should provide the Utilization Summary form with each invoice submitted for payment, regardless if funds have not been spent with a certified minority, women, or service-disabled veteran subcontractor for the period covered by the invoice. Contact the Florida Department of Management Services (DMS), Office of Supplier Development, for assistance identifying qualified minority, women, and service-disabled veteran companies. The Office of Supplier Development can be reached at (850) 487-0915; the Internet Web address is

http://dms.myflorida.com/other_programs/office_of_supplier_diversity_osd/.

4.30 CONTRACTUAL OBLIGATIONS

The Department's Contract Standard Terms and Conditions are incorporated in this ITB as Attachment 'C' and will govern the relationship between the Contract Vendor and the Department. Bid Response(s) submitted by the successful Bidder(s) shall be incorporated into the final purchase order(s) or contract(s).

4.31 CONTRACT COMPLETION

The Contractor will be required to ensure that each individual, partnership, firm, corporation, or subcontractor performs on the contract is subject to, and comply with, the contractual requirements. When contract negotiations are successfully concluded, a written agreement will be prepared, which will incorporate the following documents:

- This ITB
- Addenda to this ITB
- And the Bidder's Response

The Contractor shall begin performing services only upon execution of a valid contract between the parties.

4.32 DISPOSITION OF BID RESPONSES

All Bid Responses become the property of the State of Florida and will be a matter of public record subject to the provisions of Chapter 119, Florida Statutes.

4.33 TRANSPORTATION AND DELIVERY

Bidder must furnish a schedule showing the cost of delivery of each completed unit from the manufacturing plant to Florida's county seats by region as described in section 7.17 TIMELINES. Prices shall include all charges for packing, handling, freight, distribution, and inside delivery. Transportation of goods shall be FOB Destination to any point within thirty (30) days (or number of days provided on price sheet) after the Customer places an Order. A Contractor, within five (5) days after receiving a purchase order, shall notify the Customer of any potential delivery delays. Evidence of inability or intentional delays shall be cause for Contract cancellation.

4.34 ALTERNATES

ALTERNATE BRANDS OR PRODUCTS WILL NOT BE CONSIDERED FOR THIS BID RESPONSE. BID AS SPECIFIED.

Bid as required per specifications provided in Attachment 'O', *Florida School Bus Specifications, Effective January 2026*.

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4.35 WARRANTY/SUBSTITUTIONS

A warranty is required on all items purchased against defective materials, workmanship, and failure to perform following the required industry performance criteria. Any deviation from these criteria must be documented in the bid response, or the above statement shall prevail. Delivery of substitute commodities requires prior written approval from the department.

Upon receiving an award and entering into a contract with the department, must warrant that all materials and services delivered to the department and purchasers under the contract conform to all of the specifications contained or referred to herein. The bidder must comply with warranty requirements provided in Attachment O - *Florida School Bus Specifications, Effective January 2026*. Failure or neglect of the department to require compliance with any term or condition of the contract or specifications shall not be deemed a waiver of such term or condition. By entering into a contract with the department, the awarded contractor warrants and represents that all materials and services delivered to the department and purchasers under the contract conform to all of the specifications included or referred to in the ITB document, attachments, and addenda.

By submitting this bid, the bidder agrees to accept, process, and pay within 45 days properly completed warranty claims on behalf of purchasing school districts via any paper forms, electronic system, or Internet-based warranty system that may be available. The warranty process will be initiated with the bidder or bidder's representative, who will either perform the warranty repairs or facilitate the warranty repairs if another entity performs them. Completed claims for warranty reimbursement not paid within 45 days shall incur 3 percent penalties for 0-30 days' late payment.

4.36 REPLACEMENT/RESTOCKING

Replacement of all materials found defective within the warranty period shall be made without cost to the purchaser, including transportation if applicable. All fees associated with restocking canceled orders shall be the responsibility of the vendor.

4.37 PRODUCT REQUIREMENTS/SPECIFICATIONS

Any deviation from specifications indicated herein must be pointed out; otherwise, it may be considered that items offered strictly comply with these specifications, and the successful Bidder will be held responsible, therefore. Deviations must be explained in detail on a separate attached sheet(s).

4.38 ACCEPTANCE

All buses shall be inspected and accepted or rejected by an authorized representative of the school board or other purchasing entity within ten business days of delivery or the completed units picked up. Districts that take delivery on a quantity greater than five school buses per day shall be allowed one extra day for the number of buses over five. For example, a district that takes eight school buses for delivery within one day shall be allowed 13 business days to inspect and accept or reject the buses. Should any agency purchasing a bus not be satisfied that the requirements of the specifications have been met, representatives of the Florida Department of Education, School Transportation Management Section (STMS); the Florida Department of Management Services; State Purchasing, and the purchasing agency shall have the right to inspect the unit and issue an order of acceptance or rejection.

Purchasers must inspect the vehicle and compare the purchase order and the bidder's invoice, as well as the bidder's pre-delivery inspection form, to ensure that the vehicle meets or exceeds the requirements of Attachment 'O' - *Florida School Bus Specifications, Effective January 2026*, and the purchase order. Purchasers must also inspect the vehicle for physical damage. Failure of the purchaser to discover an error (excluding physical damage) in the vehicle's components relating to specifications compliance and proper operation (subject to applicable warranties) will not relieve the bidder from correcting the error in the event it is found after the purchaser accepts the vehicle.

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Delivery of the vehicle to a purchaser does not constitute acceptance for payment. Final acceptance and authorization of payment shall be given after a thorough inspection, which indicates that the vehicle meets contract specifications and is in ready-to-use condition.

At the time of the inspection, should the delivered vehicle differ in any respect from required specifications or exhibit poor fit, finish, or quality, 5 percent of the specific vehicle's payment may be withheld until the bidder completes necessary corrective action.

Vehicles provided under this bid are not considered "delivered" until:

- a. They are physically on the purchasing district's property,
- b. They are in ready-to-use condition and
- c. The manufacturer's certificate of origin (MCO), PDI form, manuals, and all associated literature have been delivered.

Language in this document takes precedence over any conflicting language in the General Contract Conditions (Form PUR 1000) and General Instructions to Respondents (Form PUR 1001).

SECTION 5– SPECIAL TERMS AND CONDITIONS

5.0 A PRE-BID CONFERENCE WILL NOT BE HELD.

5.1 A SITE INSPECTION WILL NOT BE REQUIRED

5.2 PERFORMANCE BOND

A performance bond will be required of all successful bidders of Type A, C, and D school buses and MFSABs. It will be held by the Florida Department of Education, STMS, as surety of full, complete, and timely performance on any orders duly issued against the contract. The performance bond may be used to provide coverage for ALL aspects of compliance with the agreement, including, but not limited to, liquidated damages for delayed delivery, specifications compliance, warranty compliance, and re-procurement procedures in the event of contract non-compliance or default.

Successful bidders agree to furnish, within ten days after award of bids, at no additional cost to the department and school districts, a performance bond in the amount of \$750,000 for Type C and D bidders and \$100,000 for Type A-only bidders to guarantee the complete performance of the contract. Such bond, if provided, shall be issued to the Florida Department of Education and Purchasing School Districts with language that specifies coverage for compliance with all aspects of the contract, including any liquidated damages. The bidder shall be responsible for reviewing the bond's adequacy and ensuring it provides the coverage required by this contract. Failure of the bond to provide the required coverage shall not absolve the bidder of responsibility for the required level of financial and other obligations. The bond shall be provided from a reliable surety company, licensed to do business in Florida and acceptable to the Florida Department of Education. To be acceptable to the Florida Department of Education as surety for performance bonds, a surety company shall comply with the following provisions:

- 1) The surety company must be qualified to do business in the State of Florida.
- 2) The surety company shall have been in business and have a record of successful, continuous operation for at least five years.
- 3) All bonds shall be signed by a Florida licensed resident agent who holds a current power of attorney from the surety company issuing the bond.

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5.3 INSURANCE, WORKERS' COMPENSATION

During the Contract term, the Contractor at its sole expense shall provide commercial insurance of such a type and with such terms and limits as may be reasonably associated with the Contract, which, as a minimum, shall be: workers' compensation and employer's liability insurance in accordance with Chapter 440 of the Florida Statutes, with minimum employers' liability limits of \$100,000 per accident, \$100,000 per person, and \$500,000 policy aggregate. Such policy shall cover all employees engaged in any Contract work.

Employers who have employees who are engaged in work in Florida must use Florida rates, rules, and classifications for those employees. In the construction industry, only corporate officers of a corporation or any group of affiliated corporations may elect to be exempt from workers' compensation coverage requirements. Such exemptions are limited to a maximum of three per corporation, and each exemption holder must own at least 10% of the corporation. Independent contractors, sole proprietors, and partners in the construction industry cannot elect to be exempt and must maintain workers' compensation insurance.

5.4 INSURANCE, GENERAL LIABILITY

The Contractor shall maintain, during the life of this agreement, a Comprehensive General Liability Insurance as shall protect him/her from claims for damage for personal injury, including accidental death, as well as claims for property damages which may arise from operating under this agreement, whether such operations are by himself or by anyone directly or indirectly employed by him, and the amount of such insurance shall be the minimum limit as follows:

- Contractor's Comprehensive General Liability Coverage, Bodily Injury & Property Damage - \$100,000 Each Occurrence, Combined Single Limit

The certificate(s) of insurance must comply with the following standards:

- No exclusions or restrictions in coverage will be accepted.
- The insurance coverage must be with an insurance company with a Best's rating of "A" or better.
- The certificate must include a thirty- (30) day notice of cancellation.
- The Department must be listed as an "additional insured" on coverage.

5.5 INDEMNIFICATION

The Contractor agrees to indemnify, hold harmless and defend, at its own expense, including reasonable attorney's fees, the Department and its employees against any all claims or suits for property loss or damage and/or personal injury including death, to any and all persons, of whosoever kind and character, whether real or asserted, arising out of and in connection with Contractor's negligence, intentional acts, or omissions related to its performance under the Contract.

5.6 EMPLOYEE REQUIREMENTS

The Contractor agrees that only authorized employees are allowed on the premises of the Department buildings. Contractor employees are not to be accompanied in their work area by acquaintances, family members, assistants, or any person unless said person is an authorized employee of the Contractor. All employees shall wear picture identification badges on clothing bearing the company emblem or name at all times.

5.7 PARTICIPATION IN FUTURE STAGES OF THIS PROJECT

As stated in Chapter 287.057 F.S.

(17)(c) A person who receives a contract that has not been procured pursuant to subsections (1) through (3) to perform a feasibility study of the potential implementation of a subsequent contract, who participates in the drafting of a solicitation, or who develops a program for future implementation, is not eligible to contract with the agency for any other contracts dealing with that specific subject matter, and any firm in which such person

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has any interest is not eligible to receive such contract. However, this prohibition does not prevent a vendor who responds to a request for information from being eligible to contract with an agency.

5.8 INFORMATION TECHNOLOGY REQUIREMENTS

Bidders submitting Bids to this solicitation should provide electronic and information technology resources in complete compliance with the accessibility standards required by Section 282.601-282.606, F.S., and Rule 60-8.002, F.A.C. These standards establish a minimum level of accessibility.

Contractors, providers, and partners employed by the Department or acting on behalf of the Department shall comply with Florida Administrative Code (F.A.C.) 74-2.001 – 2.006 and fully comply with all information technology security policies.

Contractors, providers, and partners employed by the Department or acting on behalf of the Department shall also fully comply with 60GG-2 Information Technology Standards.

5.9 SCRUTINIZED COMPANIES LISTS

Section 287.135, Florida Statutes, requires that at the time a company submits a bid or proposal for a contract for goods or services of \$1 million or more, the company must certify that the company is not on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List. Both lists are created pursuant to section 215.473, Florida Statutes.

Bids of \$1 million or more should include the attached **Scrutinized Companies Lists** Form (Attachment 'G') to certify the Respondent is not on either of those lists. The Form should be submitted with the Technical Reply.

5.10 SCRUTINIZED COMPANIES – TERMINATION

The Department may, at its option, terminate the Contract if the Contractor is found to have submitted a false certification, as provided under section 287.135(5), F.S., or been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or been engaged in business operations in Cuba or Syria, or have been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel .

SECTION 6 – SCOPE OF SERVICES

6.0 SCOPE OF SERVICES

Section 1006.27, F.S., states that the department shall assist district school boards in securing school buses at prices that are as reasonable as possible by providing a plan under which district school boards may voluntarily pool their bids for such purchases. In cooperation with the Florida Department of Management Services, the department has prepared and awarded term contracts for the purchase of various types of school buses and optional equipment, and made the contracts available to district school boards to facilitate this service.

6.1 DELIVERABLES (Status Reports)

The successful bidder is required to furnish, on at least a monthly basis, a status report of all units delivered by eligible users from this bid or local purchasing agreements, following the format prescribed in Attachment N' – File Structure for Required Status Report. This report shall be submitted electronically in the same format. These monthly status reports shall be sent to the Florida Department of Education, STMS, 834 Turlington Building, 325 West Gaines Street, Tallahassee, Florida 32399-0400, emailed to SCHTRANS@fldoe.org or uploaded directly to the online bus inventory application as directed by the department. This information shall be provided on an ongoing basis until all eligible

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users' units from this bid or local purchasing agreements are delivered. Failure to submit the reports as mentioned above on time and in the proper format may be considered when determining the bidder's fitness for the next bid.

As specified in Attachment 'N' – File Structure for Required Status Report, a sample status report shall be provided with the bid response.

6.2 FINANCIAL CONSEQUENCES (Liquidated Damages)

The contractor's failure to complete purchased school buses correctly and on time will result in substantial injury to purchasing school districts. Still, the amount of damages resulting from such injury cannot be calculated with certainty. Each failure to complete a school bus correctly and on time is hereinafter referred to as a default. Defaults shall be deemed corrected on the day that the school bus has been delivered in ready-to-use condition. "Ready-to-use" shall be defined as meeting all applicable specifications, with all equipment functioning properly and without substantive defects (as determined by the purchaser or the Florida Department of Education, STMS). For each default, the contractor shall be liable to the purchasing school district for liquidated damages, as set forth herein.

Buses not ready for pickup or not delivered to the purchasing school district (as specified by the purchaser) in ready-to-use condition by the dates specified in section 7.18 will be assessed liquidated damages of \$25 per bus, per calendar day that delivery is late for non-lift units and \$50 per bus, per calendar day that delivery is late for units equipped with wheelchair lifts.

a. Calculation of Liquidated Damages

Eligible users will be responsible for calculating, assessing, and collecting liquidated damages.

Delays in delivery caused by strikes at the bidder's or chassis manufacturer's plant, acts of God, or circumstances beyond the company's control are not cause for liquidated damages.

b. Collection of Liquidated Damages

Purchasing school districts and the FSDB will be permitted to deduct calculated liquidated damages for late delivery from the bus's payment. Purchasing school districts and the FSDB are required to notify the bidder, in writing, at least 30 days in advance of their intent to deduct liquidated damages in a specified amount and provide the bidder an opportunity to resolve or adjust the calculation of the damages prior to their assessment.

Language in this document takes precedence over any conflicting language in the attached General Contract Conditions (Form PUR 1000) and General Instructions to Respondents (Form PUR 1001).

SECTION 7 – SPECIAL INSTRUCTIONS – BID RESPONSE FORMAT & CONTENT

7.0 BID RESPONSE SUBMISSION

Bid Responses are due as specified in **SECTION 3.3 SCHEDULE OF EVENTS**.

Mail (preferred) or Deliver to:

(DO NOT FAX OR E-MAIL)

Florida Department of Education
Bureau of Contracts, Grants and Procurement Management Services
Attn: Rhonda Forbes
344 Turlington Building
332 West Gaines Street
Tallahassee, Florida 32399-0400

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Bid Responses received after this time and date may not be considered. By submitting a Bid Response, the Bidder represents that it understands and accepts the terms and conditions to be met and the character, quality, and scope of services/commodities to be provided. All Bid Responses and associated forms should be signed and dated in ink by a duly authorized Bidder representative.

Each Bidder should fully acquaint itself with the conditions relating to performance requirements under the conditions of this ITB. All bid prices should be submitted using the vendor bid price sheets (Attachment 'A') provided in this ITB. All Bid prices must remain firm for 180 days from the date of Bid Opening.

All Bid Responses and related documents submitted in response to this ITB shall become the property of the State of Florida.

7.1 BID CONDITIONS

No conditions may be applied to any aspect of the ITB by the prospective Bidder. Any conditions placed on any aspect of the Bid documents by the prospective Bidder may result in the Bid Response being rejected as a conditional Bid. DO NOT WRITE IN CHANGES ON ANY ITB SHEETS. The only recognized changes to the ITB prior to the Bid opening will be a written addendum issued by the Department.

7.2 BID RESPONSE FORMAT INSTRUCTIONS

This section contains instructions that describe the format for the Bid Response. All Bid Responses submitted should be marked as follows:

BID NUMBER: ITB 2026-07
COMPANY NAME
CONTACT PERSON'S NAME AND PHONE
OPENING DATE/TIME:

The bidder should submit one (1) original, one (1) hard copy, and (2) copies in electronic format (flash drive), Adobe Acrobat (electronic file size should not exceed 12 MB) of the Bid Response. (THE BELOW SHOULD BE MODIFIED TO FIT "FORMAT" REQUIREMENTS)

Section 1

• Transmittal Letter

The bidder should provide a Transmittal Letter on company letterhead that contains the following statements:

- A statement that the person signing the Bid Response is authorized to represent the Bidder and bind the Bidder relative to all matters contained in the Bidder's Bid Response.
- Company's federal tax identification number.
- A statement that the Bidder has read understands and agrees to all provisions of this ITB.
- A statement that the bidder is authorized to conduct business in Florida. In lieu of such a statement, the Bidder should alternatively represent that they will secure authorization to do business in Florida prior to contract execution.
- A statement that the bidder is registered on the MyFloridaMarketPlace Website. In lieu of such a statement, the Bidder should alternatively represent that they will complete such registration authorization prior to contract execution;
- A statement that the bidder has electronically registered a valid W-9 with the Department of Financial Services (DFS). DFS is ready to assist any vendors with questions, and vendors must submit their W-9 forms electronically at <https://flvendor.myfloridacfo.com>. Contact the DFS at 850-413-5519 or FLW9@myfloridacfo.com with any questions.

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When applicable, the bidder should address small, minority, women, and service-disabled veteran business enterprise participation in the transmittal letter. *If applicable*, a copy of your Certified Minority Business certificate from the Department of Management Services, Office of Supplier Development, should be enclosed. Certification should be current at the time of the Bid opening.

The Bidder is encouraged to limit the letter to two (2) pages.

Section 2

- Attachment A - Vendor's Bid Price Sheets
- Attachment B - Disclosure Statement
- Attachment D - Drug-Free Workplace Form (If Applicable)
- Attachment E - Minority Sub-Contractor Utilization Summary (If Applicable)
- Attachment F - PUR 7801 Vendor Certification Form (Attachment F) - Contractors, providers, and partners employed by the Department or acting on behalf of the Department shall attest to all applicable clauses in the Department of Management Services, Form PUR 7801, hereby incorporated by reference. To be considered in compliance with the resulting contract, Bidder must complete and return Form PUR 7801, Vendor Certification and all applicable certification Forms in their Bid Response.
- Attachment G - Vendor Certification Regarding Scrutinized Companies Lists
- Attachment H - PUR 1355 Foreign Country of Concern Attestation
- Attachment I - PUR 1808 Common Carrier or Contracted Carrier Attestation Form
- Attachment J - Affidavit Regarding the use of Coercion for Labor and Services
- Attachment K - Contract
- Attachment L - Bidder Representation
- Attachment M - Purchase Order Preference/Customer Contact Preference Form
- Attachment N - File Structure for Required Status Report
- Attachment O - *Florida School Bus Specifications, Effective January 2026*
- Attachment P - Letter representing that buses will meet all applicable Federal Motor Vehicle Safety Standards (FMVSS) and representing the adequacy of Gross Axle Weight Ratings (GAWRs)
- Attachment Q - Letter representing that the wheelchair lift installation will comply with Florida's specifications
- Attachment R - Estimated delivery dates for chassis delivery supplied by the chassis manufacturer
- Attachment S - Letter acknowledging the financial consequences as specified in section 6.2
- Attachment T - Letter specifying the seat covering material manufacturer and model number
- Attachment U - Letter stating that all buses will meet chassis performance specifications
- Attachment V - PDI program outline as specified in section 7.9

7.3 GENERAL BID REQUIREMENTS

All terms and conditions as outlined, and specifications are given for school bus bodies and school bus chassis in Attachment O - *Florida School Bus Specifications, Effective January 2026*, are a part of this bid.

Language in this document takes precedence over any conflicting language in the General Contract Conditions (Form PUR 1000) and General Instructions to Respondents (Form PUR 1001).

7.4 ESTIMATED QUANTITIES

It is anticipated that eligible users will purchase approximately 1,000 total buses under contracts resulting from this bid. The types and total dollar figures from the previous bid are as follows:

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<i>TYPE</i>	<i># PURCHASED</i>	<i>TOTAL DOLLARS</i>
<i>A</i>	<i>0</i>	<i>\$0</i>
<i>C</i>	<i>2,154</i>	<i>\$375,815,032</i>
<i>D</i>	<i>1</i>	<i>\$178,155</i>
<i>Total</i>	<i>2,155</i>	<i>\$375,993,187</i>

NOTE: These figures are provided only as a guideline for preparing your bid and should not be construed as representing actual figures under the contract.

7.5 DEALER-OFFERED OPTIONS AND SALES INCENTIVES

Occasionally, a customer may request a vehicle option that is not included in this contract. Additional dealer-offered options may NOT be offered after the bid opening.

Bidders are prohibited from offering sales incentives not specifically included within this ITB, such as rebates, parts credits, extended warranties, etc. Bidders shall also notify component, equipment and service suppliers that they may not offer such incentives and notify the STMS immediately if they become aware of any such offers or transactions. Liquidated damages of \$2,000 for each violation will be enforced, and violators may be removed from the bidder's list.

7.6 ORDERING INSTRUCTIONS

The purchasing entity must submit purchase orders directly to the awarded bidder, who will report all deliveries to the Florida Department of Education via the required monthly status report.

7.7 TECHNICAL DOCUMENTATION

All products bid must meet or exceed all conditions and specifications of the ITB. When the STMS requires technical documentation, its purpose is to demonstrate compliance of the product bid with applicable technical requirements of the ITB or to allow a technical evaluation of the product. The STMS may, at its discretion, determine the technical acceptability of the products offered through the use of any technical documentation available within the STMS as of the date and time of bid opening and evaluation. Such authority of the STMS shall in no way relieve the bidder from the ultimate responsibility to provide any required technical documentation, nor shall any bidder assume that such documentation is otherwise available to the STMS. The state shall not be responsible for the accuracy of the technical documentation in its possession.

7.8 PILOT MODEL INSPECTIONS

The successful bidder is responsible for providing a pilot model of each size and type bus awarded for inspection by representatives of the STMS. The pilot model inspection may take place at the assembly plant or other inspection facility authorized by the department. Units equipped with wheelchair lifts shall be made available for pilot inspection first. The successful bidder shall incur expenses associated with travel and per diem for the pilot model inspection for up to two persons from the STMS and one representative from each school district that purchased one or more buses included in the pilot inspection. If a representative of the purchasing school district is not available for the pilot model inspection, a member of the Florida Association for Pupil Transportation (FAPT) Specifications Committee may substitute upon request. If specifications or quality problems are noted as part of the initial inspection, or if some equipment cannot be inspected during the initial pilot inspection. The STMS reserves the right to require the bidder to pay all costs involved for two persons selected by STMS to conduct a follow-up inspection at the assembly plant. Alternatively, such follow-up inspection may be required in Tallahassee, Florida, as determined by the department. Regular production of school buses shall not be scheduled until specifications and quality have been determined to meet Florida school bus requirements.

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7.9 PRE-DELIVERY INSPECTIONS

Bidders will be required to perform and document a Florida-specific pre-delivery inspection of each unit prior to delivery to the purchasing school district. This inspection shall include all items and be documented on the Pre-Delivery Inspection (PDI) form in Attachment V. These inspections shall be conducted by bidder representatives trained and certified by the department as Florida school bus inspectors. The department will provide Inspector training and certification at each bidder's expense. It is each bidder's responsibility to ensure that all components of his/her products are properly inspected and documented.

A completed copy of the PDI form shall accompany each unit delivered for district verification. Any items found to be missing, inoperative, out of compliance with Florida specifications, out of compliance with the criteria outlined in the Florida School Bus Safety Inspection Manual, or of poor fit, finish, or quality shall be repaired and replaced before delivery to the purchasing school district.

The department and/or purchasing district personnel may also conduct random post-delivery inspections on units previously inspected by the bidder or manufacturer. Such units may be inspected at the assembly plant or other inspection facility with little or no notice to the bidder and at no expense to the bidder.

7.10 CONTRACT

The department's contract for Type A, Type C, and Type D school buses, Multifunctional School Activity Buses (MFSAB) and optional equipment is incorporated in this ITB as Attachment K. The contract may be executed with a responsive and responsible bidder who submits price quotes within 10 percent of the lowest price configuration. The contract will govern the relationship between the contractor and the department. If there is a conflict between the requirements of this ITB and those of the contract, the requirements as stated in the ITB shall apply. When bid calculations are successfully concluded, a written contract will be executed to incorporate the following documents as each was changed or affected by the calculation. The order of priority in the event of conflicts between contract documents is:

- Addenda to this ITB
- This ITB
- Department contract
- Award letter
- Contractor's response

7.11 VARIATION OR SUBSTITUTION OF EQUIPMENT

Substitution of equipment on which information or pricing are specifically requested as part of this ITB will not be allowed. Liquidated Damages of \$2,000 for each violation will be enforced, and violators may be removed from the list of qualified bidders. Liquidated damages will be deposited in the Education Trust Fund.

Language in this document takes precedence over any conflicting language in the attached General Contract Conditions (Form PUR 1000) and General Instructions to Respondents (Form PUR 1001).

7.12 MYFLORIDAMARKETPLACE

There is a [MyFloridaMarketPlace](#) (MFMP) fee for school buses purchased under this contract, the bidder may pass the cost on to the purchasing entity by incorporating the fee into their bid pricing; however, the purchasing entities should NOT be invoiced for the vendor's MFMP fee. FDOE will not process purchase orders which include the vendor's MFMP fee. This cost will NOT be factored into the bid award calculation.

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7.13 CONTACT BETWEEN CONTRACTOR AND THE DEPARTMENT AFTER AWARD OF CONTRACT

The following staff member from the department will be assigned to be the project manager and will be responsible for the implementation of the contract resulting from this ITB:

Robert Manspeaker, Director
School Transportation Management Section
Florida Department of Education,
325 West Gaines Street, #834
Tallahassee, Florida 32399-0400
Telephone: 850-245-9795
Email: Robert.Manspeaker@fldoe.org

PURSUANT TO SECTION 287.057(25), FLORIDA STATUTES: RESPONDENTS TO THIS SOLICITATION OR PERSONS ACTING ON THEIR BEHALF MAY NOT CONTACT, BETWEEN THE RELEASE OF THE SOLICITATION AND THE END OF THE 72-HOUR PERIOD FOLLOWING THE AGENCY POSTING THE NOTICE OF INTENDED AWARD, EXCLUDING SATURDAYS, SUNDAYS, AND STATE HOLIDAYS, ANY EMPLOYEE OR OFFICER OF THE EXECUTIVE OR LEGISLATIVE BRANCH CONCERNING ANY ASPECT OF THIS SOLICITATION, EXCEPT IN WRITING TO THE PROCUREMENT OFFICER OR AS PROVIDED IN THE SOLICITATION DOCUMENTS. VIOLATION OF THIS PROVISION MAY BE GROUNDS FOR REJECTING A RESPONSE.

The bidder shall designate at least one contract manager with responsibility to the State of Florida, who should remain readily available by telephone, cellular phone, or email for unresolved contract concerns and be responsible for managing said concerns with the assembly plant, dealer, or other entity, as appropriate. The bidder's contract manager and complete contact information shall be included in the transmittal letter.

7.14 TERMINATION FOR CAUSE

The department reserves the right to immediately terminate the contract by providing written notice to the contractor if the department determines any of the following has occurred:

- Contractor fails to perform to the department's satisfaction any material requirement of the contract; or
- The action or inaction of the contractor substantially endangers the contractor's execution, or such occurrence can be reasonably anticipated.

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7.15 DELIVERY PRICING ADJUSTMENT

Following Form PUR 1000, item 4(e), the department may make an equitable adjustment in the contract terms for delivery pricing related to increased costs of diesel fuel based on the index below. This index is subject to the Department of Energy National Average Fuel Price Index. The index will be reviewed on October 1, 2026. Subsequent price changes, if any, will become effective upon notification to district transportation officials.

<u>DIESEL FUEL INDEX</u> <u>FUEL COST PER GAL (\$)</u>	<u>ADJUSTMENT AMOUNT</u> <u>DELIVERY PRICING INCREASE %</u>
Below 4.26	Bidder's ITB response delivery pricing schedules apply
4.26 to 4.60	10% above bidder's ITB response delivery pricing schedules
Above 4.60	20% above bidder's ITB response delivery pricing schedules

7.16 RECALL NOTIFICATIONS

The National Traffic and Motor Vehicle Safety Act (originally enacted in 1966 and now recodifies as 49 U.S.C. Chapter 301) gives the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) the authority to issue vehicle safety standards and to require manufacturers to recall vehicles that have safety-related defects or do not meet federal safety standards. Successful bidders will be responsible for ensuring that the department is notified of all NHTSA safety recalls related to vehicles purchased from contracts resulting from this invitation to bid. Such notification shall include an electronic list of affected vehicles in either Microsoft Excel or Access format. Other electronic formats may not be substituted without prior approval.

7.17 TIMELINES

Purchase orders will be accepted from January 1, 2026, through June 30, 2027. The required delivery date will be 365 days from the date the bidder or bidder's representative(s) receive the purchaser's electronic purchase order notification. Electric school buses are excluded from this delivery schedule requirement. However, school districts may negotiate a delivery schedule for electric school buses on an individual basis.

Bidder must furnish a schedule showing the cost of delivery of each completed unit from the manufacturing plant to Florida's county seats by region, as requested on the attached sheet. This data shall be used in determining the successful bidder. Any purchaser may elect to accept delivery of the buses included in the order at the factory. When the bidder delivery is specified, the bidder shall deliver buses to the applicable district or agency's central school bus garage or main office of a purchasing private school. The school bus bidder must contact purchasers opting to deliver their completed bus(es) to schedule final delivery five business days prior to the delivery of their completed units. Deliveries shall be scheduled between 8 a.m. and 5 p.m., Monday through Friday, excluding holidays.

Language in this document takes precedence over any conflicting language in the attached General Contract Conditions (Form PUR 1000) and General Instructions to Respondents (Form PUR 1001).

7.18 ESTIMATED DELIVERY DATES

For all buses bid as complete units for which chassis and bodies are to be built by separate manufacturers, the bidder shall be responsible for securing from the chassis manufacturer estimated delivery dates for the completed chassis

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to the body plant, based upon the chassis ordering timelines specified or required to meet the completed unit delivery timelines called for in this request for bids. Estimated delivery dates should be submitted as part of the bid response package.

7.19 REPRESENTATIONS

As part of this bid, each bidder should represent in a letter to be included with the bid that each unit sold by the bidder's company or representative for school buses will meet Attachment O- *Florida School Bus Specifications, Effective January 2026; National School Transportation Specifications and Procedures, Revised 2020*; and all applicable Federal Motor Vehicle Safety Standards.

This letter should also represent that the chassis furnished will have adequate gross axle weight ratings (GAWRs), front and rear, for mounting and representing bodies meeting Florida School Bus Specifications. The letter should be submitted as part of the bid response.

If a Type A or C bus is manufactured by separate chassis and body manufacturers. In that case, each bidder should represent by letter all specifications as required in the paragraph above.

As per Attachment O - *Florida School Bus Specifications, Effective January 2026*, for wheelchair lifts and installations, the successful bidder will be required to comply with all applicable design testing on the installed lift. A letter indicating such compliance will be required before buses equipped with wheelchair lifts may be delivered.

The bidder should submit with the bid written representation that the lift will be installed according to the lift manufacturer's specifications and Florida specifications.

Please include as part of your bid an attachment providing information on the seat covering material to be supplied on buses sold via the bid. This information should include the company's name supplying the material and the name or number designation for the material.

NOTE: The seat covering material as bid must be provided throughout the term of the bid and may not be subject to substitution or change.

7.20 FLOOR PLAN (ORDER CONFIRMATION)

Upon receipt of the purchase order(s), the bidder shall provide the purchaser a line drawing for every configuration ordered. The line drawing will inform the purchaser of the unit's floor plan, including air-conditioning evaporator locations, and serve as bidder confirmation of the order.

7.21 WHEELCHAIR LIFT BUS (WLB) REQUIREMENTS

Florida School Bus Specifications require wheelchair lift school buses to be offered with wheelchair lifts mounted in front of and behind the rear wheels, except for body sizes. Both locations are not available. WLB seating capacity shall be based on the maximum regular student seating that can be accommodated with the standard three wheelchair spaces per bus (see specifications for wheelchair space dimensions, minimum aisle width, barrier requirements, and other pertinent WLB specifications), as follows:

NOTE: Maximum available regular student seating shall be made available with the specified number of wheelchair spaces, whenever possible, consistent with specifications (usually with wheelchair spaces rearward and 39-inch seats forward). 29-capacity Type C wheelchair lift buses must be bid with an extra body section or spacing, as required, to ensure availability with the lift mounted behind the rear wheels.

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- **TYPE A1 WLBs**, 14-29 capacity - Net 1 in a wheelchair, maximum number available in regular seats.
- **TYPE A2 WLBs**, 30-47 capacity - Net 2 in wheelchairs, maximum number available in regular seats.
- **TYPE C WLBs**, 14-29 capacity – Net 1 in wheelchair, maximum number available in regular seats.
- **TYPE C WLBs**, 30-77 capacity - Net 3 in wheelchairs, maximum number available in regular seats.
- **TYPE D WLBs**, all sizes - Net 3 in wheelchairs, maximum number available in regular seats.

7.22 TRAINING, EQUIPMENT AND PUBLICATION REQUIREMENTS

A. Wheelchair Lift and Body Service Training

The successful bidder "shall be responsible for providing or arranging wheelchair lift service training as needed." This training shall include, at a minimum, one-day training seminars on overall features, operation, preventive maintenance, diagnosis, and rebuild of wheelchair lifts offered through the bid. The seminars are to be conducted free of charge at district garage locations. At least one seminar on each given lift model shall be conducted per five school districts purchasing a bus or buses equipped with that lift. The successful bidder shall also be responsible for providing eight one-day body service training seminars in conjunction with the Florida Summer Technicians Workshop (or equivalent, as determined by the STMS).

B. Chassis/Engine Training

The successful bidder of Type A, C, and D school buses shall provide chassis service training as needed. These seminars are to be conducted free of charge at district garage locations. This training shall include, at a minimum, one-day training seminars on overall features, tune-up, diagnosis, and preventive maintenance of diesel engines or other major chassis components offered through this bid (at the discretion of the STMS). At least one seminar on each given diesel engine model or other major components shall be conducted per four school districts purchasing a bus or buses equipped with that engine or componentry. Additionally, the bidder will be responsible for providing eight days of training in conjunction with the Florida Summer Technicians Training seminar. Training to be supplied by the bidder shall include provisions for providing and transporting to each location a live training engine or other components, training aids, and student handouts pertinent to the instruction. The STMS may assist in organizing the training.

C. Air-Conditioning

The successful Type C and D bus bidder shall be responsible for providing or arranging air-conditioning training as needed. The training seminars are to be conducted free of charge at district garage locations. This training shall include, at a minimum, one-day training seminars on overall features, operation, preventive maintenance, diagnosis, and repair of optional air-conditioning systems offered through the bid. At least one seminar on each given air-conditioning manufacturer's system shall be conducted per five school districts purchasing a bus or buses equipped with that optional air-conditioning system. The successful bidder shall also be responsible for providing eight days of training in conjunction with the Florida Summer Technicians Training seminar.

D. Service Manuals

The successful Type C and D bus bidder is responsible for providing each school district purchasing one or more units before or concurrent with the delivery of buses one service manual per shop location, giving complete coverage of models purchased, including chassis and bodies. The service manuals shall contain all instructions, pictures, and line drawings necessary for the maintenance, repair, and rebuilding of all chassis, power train, antilock, air or hydraulic brake system components, and body components. Chassis manuals shall include complete coverage of the engine, including all rebuild and service procedures. The service manuals shall contain all instructions, pictures and line drawings necessary to maintain, repair, and rebuild all body components. This requirement may be fulfilled via a portable electronic storage medium or online access to an Internet site with the required information.

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E. Parts Manuals

The successful bidder is responsible for providing each school district purchasing one or more units before or concurrent with the delivery of buses, one parts catalog per shop location, giving complete coverage of models purchased, including chassis and bodies. Parts manuals shall include part numbers and illustrations that allow easy identification of component and sub-component parts. This requirement may be fulfilled via a portable electronic storage medium or online access to an Internet site with the required information.

Delivery of service and parts manuals, or electronic access thereto, shall be confirmed to the STMS no later than five business days after delivery of the buses. Failure to provide the manuals, electronic files, or Internet access within five business days of bus delivery may be considered when determining the bidder's fitness for the next bid. Internet access to a manual or at least one representative set of manuals or compact disks shall also be provided to the STMS.

7.23 SERVICE REQUIREMENTS

When inadequate dealer support, lack of parts availability, or other factors result in downtime of a bus(es) due to chassis, body, or component problems, subject to coverage under the warranties required via this bid. The Florida Department of Education, STMS, shall reserve the right to determine when downtime has become excessive. Downtime (for each given service problem) of five business days or fewer (consecutive or otherwise) shall not be deemed excessive for these provisions. When the STMS has determined that downtime is excessive, the STMS shall reserve the right to require on-site or other distributor or factory-level service representation and assistance as needed to resolve the problem. Items delivered not conforming to specifications may be rejected and returned at the vendor's expense. These items and items not delivered as per delivery dates specified in the bid may result in the bidder being found in default. In this event, all re-procurement costs may be charged against the defaulting contractor. Any violation of these stipulations may also result in the cancellation of this contract in whole or in part with 30 days prior notice in writing and the supplier's name being removed from the state purchasing vendor mailing list.

7.24 MANUFACTURER'S CERTIFICATE OF ORIGIN

Florida law requires a second-stage manufacturer's certificate of origin (MCO) if one manufacturer builds a chassis, then delivers it to another manufacturer to manufacture a complete vehicle. The successful bidder is responsible for providing this second-stage MCO for all Type A and C units if a different first-stage manufacturer builds chassis for these units. Additionally, the successful bidder is also responsible for providing a second-stage MCO for Type D units if other manufacturers produce the chassis and body. The successful bidder of Type C and D units built by the same manufacturer as a complete unit (chassis and body) shall supply a single MCO.

7.25 ALTERNATIVE FUEL ENGINE OPTION

Bidders offering a compressed natural gas (CNG), liquid propane (LP), gasoline (Gas) or plug-in hybrid electric vehicle, fuel cell or diesel/electric hybrid-powered school bus should include pricing on the optional alternative engine pricing sheet. The price should reflect ALL additional costs associated with this option. Please include or attach a summary explanation of modifications, if any, that would be required for the alternative fuel engine option.

Bidders offering electric-powered school bus configurations must offer them as a base configuration pursuant to the base diesel engine requirement exemption described on page II-2 of the *Florida School Bus Specifications, Effective January 2026*. Base electric bus configurations must be bid without air-conditioning systems and with a minimum battery total kWh rating as follows:

TYPE A – 140 kWh

TYPE C & D – 188 kWh

Larger capacities may be offered as additional options.

7.26 DISCLOSURE OF ACCIDENT(S) OR MECHANICAL BREAKDOWN

If a school bus is involved in an accident or has experienced a mechanical breakdown before delivery. In that case, bidders must disclose such information to the purchasing school district or FSDB upon delivery.

SECTION 8 – SUBMITTALS AND EVALUATION

8.0 PRELIMINARY SUBMITTAL REVIEW

The absence of any of these documents may deem the Bid Response non-responsive, and the Bid Response may not be evaluated. The bid forms furnished should be used when submitting the response. Forms should be filled out in ink or typewritten, SIGNED AND DATED with no alterations or amendments made, and enclosed with a signed transmittal letter. Preliminary submittal review information should consist of the following:

- Transmittal Letter (COMPLETED ON COMPANY LETTERHEAD)
- Attachment A – Vendor's Bid Price Sheet.
BIDDER MUST USE THIS FORM WHEN SUBMITTING THEIR RESPONSE. EACH PAGE MUST BE SIGNED OR INITIALED. USE OF ANY OTHER FORM MAY DISQUALIFY THE BID RESPONSE.
- Attachment B – Disclosure Statement
- Attachment D – Drug Free Workplace Certification
- Attachment E - Minority Subcontractor Utilization Summary, if applicable
- Attachment F- Vendor Certification Form
- Attachment K- Contract
- Attachment L - Bidder Representation
- Attachment M - Purchase Order Preference/Customer Contact Preference Form
- Attachment N - File Structure for Required Status Report
- Attachment O - *Florida School Bus Specifications, Effective January 2026*
- Attachment P - Letter representing that buses will meet all applicable Federal Motor Vehicle Safety Standards and representing the adequacy of Gross Axle Weight Ratings (GAWRs)
- Attachment Q - Letter representing the power lift installation will comply with Florida's specifications
- Attachment R - Estimated delivery dates for Type A, C, and D chassis delivery (supplied by chassis manufacturer)
- Attachment S - Letter acknowledging liquidated damages, as specified in section 6.2
- Attachment T - Letter specifying the seat covering material manufacturer and model number
- Attachment U - Letter stating that all buses will meet chassis performance specifications
- Attachment V - PDI program outline as specified in section 7.9, and Pre-Delivery Inspection (PDI) Form.
- Signed Addenda, If Applicable

8.1 POSTING OF BID TABULATION

The Bid Tabulation will be posted on VIP as specified in **SECTION 3.3 SCHEDULE OF EVENTS**, and will remain posted for seventy-two (72) hours. It is the responsibility of all potential Bidders to monitor the VIP website for any posted information regarding this bid.

8.2 PROTEST OF BID TABULATION OR PROCUREMENT TERMS

Any Bidder who is adversely affected by the Department's recommended award or intended decision must file a written "Intent to Protest" with the Department at the address of posting. See **SECTION 4.4 PROCUREMENT PROTESTS/NOTICE OF RIGHTS** for protest information.

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8.3 INABILITY TO POST

If the Department is unable to post as defined above, the Department will notify all Bidders by posting a notice on the VIP. The Department will provide written notification via the VIP of any future posting in a timely manner.

8.4 AWARD OF THE CONTRACT

Services will be authorized to begin when the contractor receives a fully executed purchase order or a fully executed contract from the Department's Contract Manager.

8.5 SUBMISSION OF ALTERNATE RESPONSES

A company, its subsidiaries, affiliates, and related entities should submit only one response. Submission of more than one response may cause the rejection of all responses submitted. In the alternative, the department may decide, in its sole discretion, which response to evaluate and consider. A company may not propose to serve as the prime contractor in one response and as a subcontractor in a different response.

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ATTACHMENT 'A' – VENDOR BID PRICE SHEET

****PLACEHOLDER FOR EXCEL PRICE SHEET****

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ATTACHMENT 'B'– DISCLOSURE STATEMENT

(Rev. 07/02)

PARTNERSHIP OR INDIVIDUAL

I hereby certify that I, if an individual, or each of us, if a partnership, doing business as

(Name of Individual or Partnership)

(am)(is) not now involved in nor have I ever engaged in any private business venture or enterprise, directly or indirectly, with the Commissioner of Education, the Deputy Commissioner of Education, any Associate Commissioner of Education, Division Director or Bureau Chief within the Florida Department of Education.

I further certify that neither I, nor any partner, if a partnership, nor anyone acting in my or our behalf has requested that any of the above designated persons or any other employee of the Florida Department of Education exert any influence to secure the appointment of _____ under this proposed agreement.

(Name of Individual or Partnership)

(1) _____
Signature

Signature

Signature

COMPANY OR CORPORATION

I hereby certify that neither I nor any owner, officer, director, or shareholder of _____, a
(Name of Corporation (Company))

(2) corporation, licensed to do business in Florida, is presently involved in

(Name of State of Inc.)

or has engaged in any private business venture or enterprise, directly or indirectly, with the Commissioner of Education, the Deputy Commissioner of Education, any Associate Commissioner of Education, Division Director, or Bureau Chief within the Florida Department of Education.

I further certify that neither I nor any owner, officer, director, or shareholder of this corporation or anyone acting on behalf of this corporation or any of its owners, officers, directors, or shareholders has requested that any of the above designated persons or any employee of the Florida Department of Education exert any influence to secure the appointment of _____ under this proposed agreement.

(Company)

(Corporation)

(3) _____
Signature

Title

(1) If a partnership, each partner must sign & execute.

(2) If the company is not incorporated, insert "not incorporated" in this space.

(3) If incorporated, this statement is to be executed by the same person who will execute the contract, if awarded.

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ATTACHMENT 'C' – FDOE STANDARD CONTRACT TERMS AND CONDITIONS

- I. Pursuant to S. 287.058(1), Florida Statutes ("F.S.):
- A. Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and post audit thereof.
 - B. Travel expenses will be reimbursed only if expressly authorized by the terms of the Contract. Bills for any travel expenses shall be submitted in accordance with s. 112.061, F.S.
 - C. The Department may unilaterally cancel this Contract if the Contractor refuses to allow access by members of the public to all documents, papers, letters and materials made or received in conjunction with the Contract that are subject to Chapter 119, F.S., and are not exempt from public inspection by s. 119.071, F.S., or by other provisions of general or special law.
 - D. The Deliverables specified in the Contract must be received and accepted in writing by the Department's Contract Manager before Contractor is entitled to payment.
 - E. To complete this Contract, all services must be performed and/or goods received on or before the date(s) specified in the Contract.
 - F. If this Contract is expressly renewable, it may be renewed for a period that may not exceed three years or the term of the original contract, whichever is longer. The renewal price for the contracted service is set forth in the bid, proposal, reply. Cost for renewal shall not be changed. Renewals shall be contingent on satisfactory performance evaluations by the Department and subject to the availability of funds. Exceptional purchase contracts pursuant to s. 287.057(3)(a) and (c), F.S., may not be renewed.
- II. In fulfilling its obligations under this Contract and Chapter 119, F.S., Contractor must comply with the requirements outlined in s. 119.0701, F.S. If Contractor fails to comply with a public records request pursuant to Chapter 119, F.S., the Department may take any action under this Contract necessary to ensure compliance with Florida's public records laws, including, but not limited to, demanding compliance with a public records request, seeking indemnification from Contractor regarding an action brought to enforce a public records request sent to Contractor, or terminating the Contract. Pursuant to s. 119.0701, F.S., Contractor must:
- A. Keep and maintain public records required by the Department to perform the service;
 - B. Upon request from the Department's custodian of public records, provide the Department with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in chapter 119, F.S., or as otherwise provided by law;
 - C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following completion of the Contract if the Contractor does not transfer the records to the Department; and
 - D. Upon completion of the Contract, transfer, at no cost, to the Department all public records in possession of the Contractor or keep and maintain public records required by the Department to perform the service. If the Contractor transfers all public records to the Department upon completion of the Contract, the Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of the Contract, the Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Department, upon request from the Department's custodian of public records, in a format that is compatible with the information technology systems of the Department.
- IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 850-245-0735 & contractcustodian@fldoe.org, Florida Department of Education, Attn: Contract Custodian 325 W. Gaines Street, Suite 344, Tallahassee, FL 32399-0400.**
- III. The Contractor shall prepare an invoice for the amount due and mail it to the Department of Education Comptroller after having delivered the products and services required under this Contract to the Contract Manager. The invoice shall set forth details sufficient for a proper pre-audit and post-audit including, where applicable, the products and services delivered and completion dates. Upon receipt of the invoice, the Department of Education Comptroller will request confirmation from the Contract Manager that the delivered products and services are satisfactory and payment is due. If for any reason they are not satisfactory, payment will be withheld until the unsatisfactory condition or conditions are corrected. Upon receipt of the Contract Manager's approval, the Department of Education Comptroller shall process each invoice in accordance with the provisions of s. 215.422, F.S.
- A. Contractor agrees to submit invoice within thirty (30) days of the Department's acceptance of deliverables. It is understood that should Contractor fail to submit invoice within thirty (30) days following the Department's acceptance of the deliverables, the Department shall not be responsible for payment thereof under this contract or quantum meruit.

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- IV. Section 215.422, F.S., provides that agencies have five (5) working days to inspect and approve goods and services, unless bid specifications or the Contract specifies otherwise. With the exception of payments to health care providers for hospital, medical, or other health care services, if payment is not available within forty (40) days, measured from the latter of the date the invoice is received or the goods or services are received, inspected and approved, a separate interest penalty set by the Comptroller pursuant to s. 55.03, F.S., will be due and payable in addition to the invoice amount. To obtain the applicable interest rate, please contact the Department's Fiscal s. at 850/245-0401 or Purchasing Office at 850/245-0483. Payments to health care providers for hospitals, medical, or other health care services, shall be made not more than thirty-five (35) days from the date of eligibility for payment is determined, and the daily interest rate is .02740 percent. Invoices returned to a vendor due to preparation errors will result in a payment delay. Invoice payment requirements do not start until a properly completed invoice is provided to the agency. A Vendor Ombudsman, whose duties include acting as an advocate for vendors who may be experiencing problems in obtaining timely payment(s) from a State Agency, may be contacted at 866/352-3776 or by calling the Chief Financial Officer's Hotline, 800/342-2762.
- V. As used in this Contract, the term "Deliverable" refers to tangible "commodities", as defined in s. 287.012(5), F.S., which the Contractor provides pursuant to the Contract and to reports or other tangible or documentary evidence which demonstrate that the Contractor has performed the services required by the Contract. The following provisions govern Deliverables, as applicable:
- A. Each Deliverable must be physically delivered to the Department's Contract Manager, or to a person designated by the Contract Manager. If delivery is made to a designee, the Contractor shall give written notice to the Contract Manager of the delivery. A Deliverable is not received until the Contract Manager has physical control of deliveries or has written notice that the designee has physical control.
 - B. In each case in which the approval of a Deliverable is dependent upon tests being conducted by the Department or Contractor, independently or jointly, the Department's inspection and approval of the Deliverable shall not be subject to the five (5) day provision in s. 215.422, F.S., but shall be governed by the terms and conditions of the acceptance testing plan as stated in Attachment A, until approved in accordance with the plan.
 - C. In each case of a Deliverable of information technology, as defined at s. 287.012(14), F.S., unless specified otherwise in Attachment A, the acceptance testing plan is deemed to include as a minimum the reliable performance of the information technology in accordance with its design specifications in:
 - 1. a test environment that simulates the production environment as much as is reasonably possible; and
 - 2. the production environment for which it is intended for a period of time sufficient for the information technology to have experienced the major foreseeable exigencies of the production functions.
 - D. The Department's inspection, including testing when applicable, shall determine whether or not the Deliverables appear to be in compliance with the Contract. The Contractor shall be notified in writing of any apparent deficiency. The written notice shall detail the specific action required by the Contractor to correct the deficiency. The Contractor shall timely correct such deficiency and resubmit the deliverable for acceptance.
- VI. The Contractor represents and agrees that information submitted in support of its requests for payment is the basis of payment and is true and accurate to the best of knowledge of the responsible signatory. A violation of this provision shall subject the violator to the provisions of s. 68.082, F.S., pertaining to false claims against the State, and/or s. 837.06, F.S., pertaining to false official statements.
- VII. This paragraph applies if this Contract expires in a fiscal year subsequent to the fiscal year in which the Contract is entered. The State of Florida's fiscal year comprises July 1 through June 30. The Department's and State of Florida's performance and obligation to pay under this Contract is contingent upon an annual appropriation by the Legislature.
- VIII. Notwithstanding anything to the contrary contained in a State Term Contract, Contractor warrants that all commodities, as defined in s. 287.012, F.S., shall meet the specifications of the Contract and shall be merchantable and fit for the particular purposes intended by the Contract.
- IX. The Contractor further warrants that as to each Deliverable produced pursuant to this Contract, Contractor's production of the Deliverable, and the Department's use of the Deliverable, will not infringe on the copyrights of any third party. This provision applies to each work of authorship in which copyrights subsist pursuant to 17 U.S.C. Sections 102-105 and to each exclusive right established in 17 U.S.C. Section 106. In furtherance of this provision the Contractor additionally warrants that:
- A. As to each work of software or other "information technology", as defined in s. 287.012(15), F.S., in which copyrights subsist, the Contractor has acquired the rights by conveyance or license to any third party software or other information technology, which was used to produce the Deliverable;
 - B. As to each image and sound recording incorporated into a Deliverable, the Contractor has acquired the necessary rights, releases, and waivers from the person whose image or sound is included, or from the holder of the copyrights subsisting in the literary, musical, dramatic, pantomime, choreographic, pictorial, graphic, sculptural, motion pictures, audiovisual work or sound recording from which the included image or sound recording was taken.
- X. The Contractor further warrants that the Contractor shall not disclose to any third party, without the express, prior, written approval of the Department, any personally identifiable information about any student. This applies to information which came from any record or report of a Florida public education institution or from any education record which is subject to the Family Educational Rights and Privacy Act, 20 U.S.C. Section 1232g. The terms "record a report" and "student" shall have the meanings prescribed in s. 1002.22(2)(c) and (d), F.S. The term "educational record" shall have the meaning prescribed in 20 U.S.C. Section 1232g(a)(4).
- XI. In the event that the Governor and Cabinet are required to impose a mandatory reserve on appropriations, the Department shall amend this Contract to place in reserve the amount determined by the Department of Education to be necessary because of the mandatory reserve. Such amendments may provide for adjustments in the Deliverable products and services as may be necessary.

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- XII. Intellectual property is subject to following additional provisions:
- A. Anything by whatsoever designation it may be known, that is produced by, or developed in connection with, this Contract shall become the exclusive property of the of the State of Florida and may be copyrighted, patented, or otherwise restricted as provided by Florida or federal law. Neither the Contractor nor any individual employed under this Contract shall have any proprietary interest in the product.
 - B. With respect to each Deliverable that constitutes a work of authorship within the subject matter and scope of U.S. Copyright Law, 17 U.S.C. Sections 102-105, such work shall be a "work for hire" as defined in 17 U.S.C. Section 101 and all copyrights subsisting in such work for hire shall be owned exclusively by the Department pursuant to s. 1006.39, F.S., on behalf the State of Florida.
 - C. In the event it is determined as a matter of law that any such work is not a "work for hire", Contractor shall immediately assign to the Department all copyrights subsisting therein for the consideration set forth in the Contract and with no additional compensation.
 - D. The foregoing shall not apply to any preexisting software, or other work of authorship used by Contractor, to create a Deliverable but which exists as a work independently of the Deliverable, unless the preexisting software or work was developed by Contractor pursuant to a previous Contract with the Department or a purchase by the Department under a State Term Contract.
 - E. The Department shall have full and complete ownership of all software developed pursuant to the Contract including without limitation:
 - 1. The written source code;
 - 2. The source code files;
 - 3. The executable code;
 - 4. The executable code files;
 - 5. The data dictionary;
 - 6. The data flow diagram;
 - 7. The work flow diagram;
 - 8. The entity relationship diagram; and
 - 9. All other documentation needed to enable the Department to support, recreate, revise, repair, or otherwise make use of the software.
- XIII. The Department reserves the right, at its option, to issue a change order to delete work tasks reducing the total Contract amount by up to 10%. An addition of work tasks within the scope of the Contract, an increase in the total Contract amount, or a decrease of more than 10% of the total Contract amount, shall be implemented only by a Contract amendment signed by both the Department and the Contractor.
- XIV. Pursuant to s. 216.347, F.S., no funds awarded under this Contract may be used for the purpose of lobbying the Legislature, the judicial branch, or a State agency.
- XV. The Contractor understands that s. 20.055, F.S., requires every contractor and subcontractor to cooperate with the Department's Inspector General in any investigation, audit, inspection, review, or hearing; and the Contractor shall comply with this requirement. The Contractor shall grant access to all records pertaining to the Contract to the Department's Inspector General, General Counsel and other agency representatives, the State Auditor General, the Office of Program Policy and Government Accountability, and the Chief Financial Officer.
- XVI. The Contractor agrees to permit onsite visits by designated Department employees or agents to conduct audits to ensure compliance with Section 20.055, Florida Statutes. These audits may require Department access to records and data, computers and communications devices, and other materials whether owned or operated by the Contractor. Access may include, but is not limited to, user level and/or system level access to any computing or communications device; access to information (electronic, hardcopy, etc) that may be produced, transmitted or stored on the Contractor's equipment or premises; access to work areas; and access to interactively monitor and log traffic on the Contractor's networks.
- XVII. The Contractor must carry general liability insurance, which shall include errors and omissions coverage. The amount of coverage shall be a minimum of \$1,000,000 or the aggregate total of all contractual agreements between the Contractor and the agencies and political subdivisions of the State of Florida, whichever is greater. The Contractor shall add the Department as an additional insured on the general liability coverage. The insurance shall cover all of the Contractor's operations under this Contract and shall be effective throughout the Term of this Contract, as well as any renewals or extensions thereto. It is not the intent of this Contract to limit the types of insurance otherwise required by this Contract or that the Contractor may desire to obtain or be required to obtain by law. The Contractor must submit a Certificate of Insurance indicating coverage for general liability purposes and additional insured coverage, and shall maintain and pay for same throughout the Term of this Contract. A Certificate of Insurance indicating adequate coverage shall be submitted to the Department prior to the time the Contract is entered. Any and all insurance policies shall be through insurers qualified to do business in Florida.
- XVIII. The Contractor agrees to provide the Department upon execution of this Contract with a performance bond or other security deposited with the Department in the total amount of the Contract or another amount if specified in the procurement specifications or Attachment A, guaranteeing that the Contractor will perform all work according to this Contract, within the time and price specified in the Contract. A performance bond shall be issued from a surety company, qualified to do business in Florida.
- XIX. The Contractor may not assign or subcontract all or any portion of this Contract without the advance written consent of the Department.

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- XX. In all cases in which the Contractor, with the advance written consent of the Department, assigns or subcontracts, all or any portion of the Contract:
- A. The Contractor shall monitor the subcontractor or assignee and establish controls to avoid or mitigate risks identified by the Department or the Contractor; and
 - B. The Contractor shall allow the Department to monitor subcontractor or assignee activity and compliance, and the Contractor shall require the subcontractor or assignee to promptly submit to the Department, at the Department's request, complete and accurate documentation pertaining to the subcontract or the Contract.
- XXI. The Contractor shall coordinate with and assist the Department's Contract Manager in the performance of the latter's responsibilities, which include without limitation:
- A. Monitoring the activities of the Contractor;
 - B. Receiving and reviewing the reports of the Contractor to determine whether the objectives of the Contract are being accomplished;
 - C. Receiving and reviewing the invoices for payment of funds to assure that the requirements of the Contract have been met and that payment is appropriate;
 - D. Evaluating the process used by the Contractor to monitor the activities of any subcontractor or assignee; and
 - E. Accessing, directly, the subcontractors and assignees, as the Contract Manager deems necessary.
- XXII. This Contract may not be modified unless in writing signed by the Department and the Contractor.
- XXIII. The Department and the Contractor waive application of the principle of contract construction that ambiguities are to be construed against a contract's drafter, and agree that this Contract is their joint product.
- XXIV. The Department and the Contractor acknowledge that they have had their respective attorneys review and approve this Contract or that they have had the opportunity to do so.
- XXV. This Contract shall be governed by the laws of the State of Florida, and venue for purposes of any action brought to enforce or construe the Contract shall lie in Leon County, Florida.
- XXVI. Failure of the Department to declare any default immediately upon the occurrence or knowledge thereof, or delay in taking any action in connection therewith, does not waive such default. The Department shall have the right to declare any such default at any time and take such action as might be lawful or authorized under the Contract, at law, or in equity. No Department waiver of any term, provision, condition or covenant of the Contract shall be deemed to imply or constitute a further Department waiver of any other term, provision, condition or covenant of the Contract, and no payment by the Department shall be deemed a waiver of any default under the Contract.
- XXVII. Time is of the essence with regard to each and every obligation of the Contractor contained in the Contract. Each such obligation is deemed material, and a breach of any such obligation (including a breach resulting from the untimely performance thereof) shall constitute a material breach.
- XXVIII. The Contractor shall indemnify and hold harmless the Department, its attorneys, agents and employees, from and against any and all third party claims, suits, debts, damages, and causes of action, whatsoever, whether arising in law or in equity, arising out of or relating to Contractor performance or failure to perform under this Contract. The indemnification shall include reasonable attorney fees and costs incurred by the Department, its attorneys, agents and employees, in the defense of any such claim, suits or causes of action, as aforesaid.
- XXIX. This Contract may be cancelled by written agreement of the Department and the Contractor specifically referencing this Contract. Such agreement shall specify the remaining measures necessary to be taken by each party.
- XXX. The Department reserves the right to cancel this contract without cause by giving the Contractor thirty (30) days written notice.
- XXXI. Should Contractor fail to perform to Contract terms and conditions, Contractor shall be notified in writing, stating the nature of the failure to perform and providing a time certain (which shall be not less than ten (10) days following receipt of such notice) for correcting the failure. Such failure to perform shall otherwise be dealt within accordance with Rule 60A-1.006, F.A.C.
- XXXII. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in s. 287.017, F.S., for CATEGORY TWO for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.
- XXXIII. The employment of unauthorized aliens by any contractor is considered a violation of Section 274A(e) of the Immigration and Nationality Act. If the contractor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of the contract. In addition, pursuant to State of Florida Executive Order No. 11-116, Contractor shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment of all new employees hired by the Contractor during the contract term. Also, Contractor shall include in related subcontracts a requirement that subcontractors performing work or providing services pursuant to the Contract utilize the E-Verify system to verify employment of all new employees hired by the subcontractor during the contract term.
- XXXIV. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions
- A. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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- B. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal. The Department may cancel this contract if an attached explanation is not acceptable to the Department or the Federal government.
- XXXV. MyFloridaMarketPlace
- A. MyFloridaMarketPlace Vendor Registration: Each Vendor doing business with the State of Florida for the sale of commodities or contractual services as defined in section 287.012, Florida Statutes, shall register in MyFloridaMarketPlace, in compliance with Rule 60A-1.033, Florida Administrative Code, unless exempt therefrom.
- B. MyFloridaMarketPlace Transaction Fee: The State of Florida, through the Department of Management Services, has instituted MyFloridaMarketPlace, a statewide eProcurement system pursuant to section 287.057(24), Florida Statutes (F.S.). All payments issued by Agencies to registered vendors for purchases of Commodities or Contractual Services under Chapter 287, F.S., shall be assessed a Transaction Fee which the Vendor shall pay to the State, as prescribed by Rule 60A-1.031, Florida Administrative Code (F.A.C.), or as may otherwise be established by law unless exempt under Rule 60A-1.032, Florida Administrative Code. Vendors shall pay the Transaction Fee and are subject to automatic deduction of the Transaction Fee, when automatic deduction becomes available. Vendors shall submit any monthly reports required pursuant to Rule 60A-1.031, F.A.C. All such reports and payments are subject to audit. The Agency will have grounds for declaring the vendor in default if the vendor fails to comply with the payment of the Transaction Fee or reporting of payments, which may subject the vendor to being suspended from business with the State of Florida. VENDORS DELINQUENT IN PAYING TRANSACTION FEES MAY BE EXCLUDED FROM CONDUCTING FUTURE BUSINESS WITH THE STATE.
- XXXVI. The Contractor shall comply with all applicable Federal, State and County laws, ordinances, rules, and regulations applicable to the Contractor and applicable to its performance under this Contract.
- XXXVII. Contractors, providers, and partners employed by the Department or acting on behalf of the Department shall comply with Florida Administrative Code (F.A.C.), and fully comply with all information technology security policies. Contractors, providers, and partners employed by the Department or acting on behalf of the Department shall also fully comply with 60GG-2 Information Technology Standards.
- XXXVIII. If this Contract is for goods or services over \$1,000,000, this Contract may be terminated at the option of the Department if the Contractor is found to have submitted a false certification as provided under subsection 287.135(5), F.S., been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or been engaged in business operations in Cuba or Syria.
- XXXIX. This Contract may be executed in multiple counterparts, each of which shall be deemed to be an original and all of which shall constitute one contract, notwithstanding that all parties are not signatories to the original or the same counterpart, or that signature pages from different counterparts are combined, and the signature of any party to any counterpart shall be deemed to be a signature too and may be appended to any other counterpart.
- XLI. In accordance with Executive Order 20-44, each contractor meeting the following criteria: 1) all entities named in statute with which the agency must form a sole source, public private agreement and 2) all entities that, through contract or other agreement with the State, annually receive 50% or more of their budget from the State or from a combination of State and Federal funds shall provide to the department an annual report in the format required by the department. This report shall detail the total compensation for the entities' executive leadership teams. Total compensation shall include salary, bonuses, cashed in leave, cash equivalents, severance pay, retirement benefits, deferred compensation, real-property gifts, and any other payout. In addition, the grantee shall submit with the annual report the most recent Return of Organization Exempt From Income Tax, Form 990, if applicable, or shall indicate that the contractor is not required to file such Form 990. Contracted entities must inform the Department of any changes in total executive compensation between the annual reports. All compensation reports must indicate what percent of compensation comes directly from the State or Federal allocations to the contracted entity. This report shall be submitted by March 1 of each year. Executive Order 20-44 may be obtained via this link, https://www.flgov.com/wp-content/uploads/orders/2020/EO_20-44.pdf
- XLI. Unless otherwise specifically authorized herein, Contractor shall not convey anything of value, including but not limited to gifts, loans, rewards, favors or services, directly to any agent, employee or representative of the Department, and shall promptly notify the Department in the event that an agent, employee or representative of the Department attempts to solicit the same.
- XLII. In order to be considered in compliance with this contract, Vendor must complete and return Department of Management Services Form PUR 7801, Vendor Certification Form., hereby incorporated by reference. Form PUR 7801 may be accessed at http://dms.myflorida.com/business_operations/state_purchasing under "Documents, Forms, References and Resources".
- XLIII. Department of Management Services, PUR 1000 and PUR 1001 forms are hereby incorporated by reference. Forms PUR 1000 and PUR 1001 may be accessed at http://dms.myflorida.com/business_operations/state_purchasing under "Documents, Forms, References and Resources". In the event of any conflict between Form PUR 1000, PUR 1001, and other instructions provided in this document, the additional instructions in this document shall take precedence over the PUR Forms unless the conflicting term is required by any section of the Florida Statutes (F.S.), in which case the statutory requirements shall take precedence.

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ATTACHMENT 'D' –DRUG-FREE WORKPLACE

(will be considered in case of tie Bids)

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more Bid Responses which are equal with respect to price, quality, and service are received by the State or by any political subdivision for the procurement of commodities or contractual services, a Bid Response received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie Bid Responses will be followed if none of the tied vendors have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

- 1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
- 2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
- 3) Give each employee engaged in providing the commodities or contractual services that are under bid copy of the statement specified in subsection (1).
- 4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are underbid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
- 5) Impose a sanction on, or require satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by any employee who is so convicted.
- 6) Make a good faith effort to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this firm complies fully with the above requirements.

Vendor's Signature

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ATTACHMENT 'E'– FDOE MINORITY SUBCONTRACTORS UTILIZATION SUMMARY

The Department's Supplier Development initiative strives to ensure the promise of Florida's future is shared by all of its residents, regardless of race, ethnicity, disability, neighborhood, or background. To that end, the Department is dedicated to support, track and increase its small, minority-, women-, and service-disabled veteran business enterprise spending with prime contractors and subcontractors. This form was developed to assist in these efforts.

The Prime Contractor shall report all small, minority-, women-, and service-disabled veteran business enterprise Subcontractors, identifying the Name, Address, Type of Certification, and Dollar Amount on the form below. The Prime Contractor shall submit this form with each invoice submitted for payment, whether or not funds have been spent with a small, minority-, women-, and service-disabled veteran business enterprise Subcontractor for the period covered by the invoice. The Office of Supplier Development, Florida Department of Management Services will assist in furnishing names of qualified minorities. The Office of Supplier Development can be reached at (850/487-0915); the Internet Web address is

http://dms.myflorida.com/other_programs/office_of_supplier_diversity_osd

PRIME CONTRACTOR: _____

CONTRACT NO.: _____

CONTRACT TITLE: _____

MBE CONTRACTORS Full Name, Address, Telephone Number	State Certified	Non- Certified	Non-Profit	Dollar Amount

Certified True and Correct by: _____

Prime Contractor

Title

Date

Total Amount \$ _____
Submit Report to: _____

Winston McGriff
Bureau of Contracts, Grants & Procurement
Management Services
325 West Gaines Street, 344 Turlington Bldg.
Tallahassee, Florida 32399-0400

For additional information, call Winston McGriff at 850/245-0733 or email Winston.McGriff@fldoe.org.

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ATTACHMENT 'F' – VENDOR CERTIFICATIONS (PUR 7801)

I Hereby certify the following on behalf of the vendor identified below:

Customer Indicator (Required, N/A, Determined by Vendor)	Vendor Indicator (Certified, N/A)	Certification
Required	Choose an item.	Regardless of the dollar value of the goods or services provided, in accordance with the requirements of section 287.135(5), F.S., the vendor is not participating in a boycott of Israel and is not on the State Board of Administration's "Quarterly List of Scrutinized Companies that Boycott Israel," available at https://www.sbafla.com/governance/global-governance-mandates/
Required	Choose an item.	If the goods or services to be provided are \$1 million or more, in accordance with the requirements of section 287.135, F.S., the vendor is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Terrorism Sectors List (collectively, "Scrutinized List of Prohibited Companies"); does not have business operations in Cuba or Syria; and is not on the State Board of Administration's "Scrutinized List of Prohibited Companies" available under the quarterly reports section at https://www.sbafla.com/reporting/
Required	Choose an item.	The vendor is not on the Suspended Vendor List; it and its suppliers, subcontractors, or consultants to be utilized under the contract are not on the Convicted Vendor, Discriminatory Vendor, or Antitrust Violator Vendor Lists; and there is no pending or threatened action, proceeding, or investigation, or any other legal or financial condition, that would in any way prohibit, restrain, or diminish the vendor's ability to satisfy the contract obligations. The vendor is hereby informed of the provisions of sections 287.133(2)(a), 287.134(2)(a), and 287.137(2)(a), F.S., that identify the impacts to the vendor's ability or its affiliates' ability to respond to the competitive solicitations of a public entity; to be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with a public entity; or to transact business with a public entity if it, or its affiliates, are placed on the Convicted Vendor, Discriminatory Vendor, or Antitrust Violator Vendor Lists of the Department of Management Services. The vendor is hereby further informed of the provisions of section 287.1351, F.S., that identify the impacts to the vendor's ability to enter into or renew a contract with an agency, as defined in section 287.012, F.S., if it is placed on the Suspended Vendor List of the Department of Management Services.

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Customer Indicator (Required, N/A, Determined by Vendor)	Vendor Indicator (Certified, N/A)	Certification
Determined by Vendor	Choose an item.	If the contract grants the vendor access to an individual's personal identifying information, the vendor is not prohibited from entering into the contract pursuant to section 287.138, F.S., and has completed the Form PUR 1355, "Foreign Country of Concern Attestation Form," available at http://www.flrules.org/Gateway/reference.asp?No=Ref-15843 , and attached it hereto.
Determined by Vendor	Choose an item.	If the vendor is a common carrier, as defined in section 908.111, F.S., or a contracted carrier, it is not prohibited from entering into the contract pursuant to section 908.111, F.S., and has completed the Form PUR 1808, "Common Carrier or Contracted Carrier Attestation Form," available at http://www.flrules.org/Gateway/reference.asp?No=Ref-14614 , and attached it hereto.
Required	Choose an item.	The vendor is registered with, and uses, the E-Verify system for all newly hired employees in accordance with section 448.095, F.S.; and has not, within the last year, had a contract terminated under section 448.095(5)(c), F.S., by a public employer, contractor, or subcontractor, as defined by section 448.095(1), F.S.
Required	Choose an item.	The vendor is in compliance with all applicable disclosure requirements set forth in section 286.101, F.S., and has not been deemed ineligible for a grant or contract funded by a state agency pursuant to section 286.101(7), F.S.
Required	Choose an item.	If the contract is between a nongovernmental entity and a governmental entity, in accordance with section 787.06, F.S., the vendor has completed an affidavit signed by an officer or a representative of the vendor under penalty of perjury attesting that the vendor does not use coercion for labor or services as defined in section 787.06, F.S.

By signing below, I certify that I am authorized to complete and submit this Vendor Certification Form on behalf of the vendor.

[Enter Name of Entity]

Authorized Signatory

Name

Signature

Date

FEIN

Typed or Printed Name

Title

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ATTACHMENT 'G'– VENDOR CERTIFICATION REGARDING SCRUTINIZED COMPANIES LISTS

Proposing Vendor Name: _____		
Vendor FEIN: _____		
Vendor's Authorized Representative Name and Title: _____		
Address: _____		
City: _____	State: _____	Zip: _____
Phone Number: _____		
Email Address: _____		

Section 287.135, Florida Statutes, prohibits agencies from contracting with companies, for goods or services over \$1,000,000, that are on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List. Both lists are created pursuant to section 215.473, Florida Statutes.

As the person authorized to sign on behalf of Proposer, I hereby certify that the company identified above in the section entitled "Proposing Vendor Name" is not listed on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List. I understand that pursuant to section 287.135, Florida Statutes, the submission of a false certification may subject company to civil penalties, attorney's fees, and/or costs.

Certified By: _____ who is authorized to sign on behalf of the above referenced company. Authorized Signature Print Name and Title: _____
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ATTACHMENT 'H' – FOREIGN COUNTRY OF CONCERN ATTESTATION (PUR 1355)

This form must be completed by an officer or representative of an entity submitting a bid, proposal, or reply to, or entering into, renewing, or extending, a contract with a Governmental Entity which would grant the entity access to an individual's Personal Identifying Information. Capitalized terms used herein have the definitions ascribed in [Rule 60A-1.020, F.A.C.](#)

<Insert Name of entity> is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its Principal Place of Business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest in the entity.

Under penalties of perjury, I declare that I have read the foregoing statement and that the facts stated in it are true.

Printed Name:

Title:

Signature:

Date:

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ATTACHMENT 'I' – COMMON CARRIER OR CONTRACTED CARRIER ATTESTATION FORM (PUR 1808)

This form must be completed by a Common Carrier or contracted carrier and submitted to the Governmental Entity with which a Contract being is executed, amended, or renewed. Capitalized terms used herein have the definitions ascribed in section 908.111, F.S.

[Insert Name of Common Carrier or contracted carrier] is not willfully providing and will not willfully provide any service during the Contract term in furtherance of transporting a person into this state knowing that the person is an Unauthorized Alien, except to facilitate the detention, removal, or departure of the person from this state or the United States.

Under penalties of perjury, I declare that I have read the foregoing statement and that the facts stated in it are true.

Printed Name:

Title:

Signature:

Date:

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'J' – AFFIDAVIT REGARDING THE USE OF COERCION FOR LABOR AND SERVICES

Section 787.06(13), Florida Statutes requires all nongovernmental entities executing, renewing, or extending

Respondent Vendor Name: _____
Vendor FEIN: _____
Vendor's Authorized Representative Name and Title: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Phone Number: _____
Email Address: _____

a contract with a governmental entity to provide an affidavit signed by an officer or representative of the nongovernmental entity under penalty of perjury that the nongovernmental entity does not use coercion for labor or services as defined in that statute.

As the person authorized to sign on behalf of Respondent, I certify that the company identified does not:

- Use or threaten to use physical force against any person;
- Restrain, isolate, or confine or threaten to restrain, isolate, or confine any person without lawful authority and against her or his will;
- Use lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or services are not respectively limited and defined;
- Destroy, conceal, remove, confiscate, withhold, or possess any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
- Cause or threaten to cause financial harm to any person;
- Entice or lure any person by fraud or deceit; or
- Provide a controlled substance as outlined in Schedule I or Schedule II of s. 893.03 to any person for the purpose of exploitation of that person.

Under penalties of perjury, I declare that I have read the foregoing document and that the facts stated in it are true.

By: _____
AUTHORIZED SIGNATURE

Print Name and Title: _____ Date: _____

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'K'– CONTRACT 2026-07

THIS CONTRACT FOR TYPE A, TYPE C AND TYPE D SCHOOL BUSES, MULTIFUNCTIONAL SCHOOL ACTIVITY BUSES (MFSAB) AND OPTIONAL EQUIPMENT, BID NO: ITB 2026-07, by and between the department, 325 West Gaines, Suite 834, Tallahassee, Florida 32399-0400, and

_____, the contractor, a for-profit corporation registered in Florida, each referred to herein as "Party," and collectively referred to as the "Parties,"

WITNESSETH:

WHEREAS, the Department desires to provide eligible users, defined herein, with various Type A, Type C and Type D School Buses and Optional Equipment (defined herein as "Vehicles"), through the use of a state term contract pursuant to rule 60A-1.001, F.A.C.; and section 1006.27, F.S., and

WHEREAS, the Department solicited responses to an Invitation to Bid No: ITB 2026-07(ITB) to prospective contractors of said Vehicles; and

WHEREAS, the contractor responded to the ITB and desires to provide said Vehicles; and, unto each other;

NOW THEREFORE, in consideration of the premises, terms and conditions set forth herein, the Parties execute this contract so same becomes binding and enforceable by and through the Parties and their assigns, and agree heretofore:

SCOPE OF WORK

The intent of these specifications is to set forth and convey to prospective bidders the general type, character, performance and quality of the Vehicles desired by the Department and school districts. The contractor is authorized to provide Vehicles to any and all eligible users in the State of Florida. The Parties agree that the laws and rules that apply to this contract shall be for those applicable to contracts in excess of Category Two, or \$35,000, as defined in chapter 287.017, F.S.

Pursuant to Section 7.10 of Bid No: ITB 2026-07, the following documents are hereby incorporated by reference:

- Department contract
- Any addenda to Bid No: ITB 2026-07
- ITB No: 2026-07
- Award Letter
- Contractor's response

IN WITNESS WHEREOF, the Parties hereto have caused this contract For Type A, Type C and Type D School Buses and Optional Equipment, Bid No: ITB 2026-07, to be executed on the dates shown below their respective signatures

DEPARTMENT

CONTRACTOR

Signature

Signature

Print Name:

Print name:

Title:

Title:

Date:

Date:

BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'L' - BIDDER REPRESENTATION

TO: Commissioner Anastasios Kamoutsas
Florida Department of Education
Tallahassee, Florida 32399-0400

I, the bidder, hereby represent that the specifications of school bus equipment furnished under terms of this bid will comply with the *National School Transportation and Procedures, Revised 2025*, and the *Florida School Bus Specifications, Effective January 2026*, as represented by the manufacturer to the Commissioner of the Florida Department of Education, State of Florida.

NOTES:

1. Do not include excise tax in the price schedule. The purchasing agency will furnish a tax exemption certification or number.
2. All prices must be quoted in **even dollar amounts**.
3. Twenty-nine capacity Type C buses shall be offered with both front-mounted and rear-mounted lift availability.
4. All standard and optional tires bid shall be all-wheel position highway rib radials.

Comments regarding production schedules and remarks (for informational purposes only):

Company:

By:

Address:

Telephone:

FEIN:

Signature:

 Date:

BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'M' - PURCHASE ORDER/CUSTOMER CONTACT PREFERENCE INFORMATION

Please provide pertinent contact information for your company to be used on all purchase orders for buses purchased pursuant to this bid:

ATTN (Contact Person's Name): _____

Contact Person's Title: _____

Company Name: _____

Street Address: _____

City, State, Zip: _____

Telephone: _____

CUSTOMER CONTACT PREFERENCE INFORMATION

Please indicate the proper contact person for all inquiries related to bus orders:

Contact Person's Name: _____

Contact Person's Title: _____

Company Name: _____

Street Address: _____

City, State, Zip: _____

Telephone: _____

Fax: _____

Email address: _____

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'N' - FILE STRUCTURE FOR REQUIRED STATUS REPORT

COLUMN	FORMAT TYPE	FIELD NAME
A	NUMBER	DISTRICT NUMBER
B	TEXT	DISTRICT NAME (name of County only)
C	NUMBER, TEXT and HYPHEN	BUS NUMBER
D	TEXT	BUS TYPE
E	NUMBER	BUS YEAR MODEL (YYYY)
F	NUMBER	SHELL DESIGN CAPACITY
G	NUMBER	EQUIPPED SEATING CAPACITY
H	NUMBER	WHEEL CHAIR CAPACITY
I	TEXT	CHASSIS MFG
J	TEXT	CHASSIS MODEL
K	TEXT	VIN #
L	TEXT	FUEL TYPE: DIESEL, PROPANE, CNG, GASOLINE, ELECTRIC, HYBRID
M	TEXT	ENGINE MODEL
N	TEXT	ENGINE SERIAL NUMBER
O	TEXT	TRANS MODEL NUMBER
P	TEXT	TRANS SERIAL NUMBER
Q	TEXT	BODY MFG
R	TEXT	BODY MODEL
S	TEXT	BODY SERIAL NUMBER
T	TEXT	SEAT BELT TYPE
U	TEXT	A/C EQUIPPED
V	TEXT	A/C MFG
W	TEXT	A/C MODEL NUMBER
X	TEXT	LIFT EQUIPPED?
Y	TEXT	LIFT MFG
Z	TEXT	LIFT MODEL NUMBER
AA	TEXT	LIFT SERIAL NUMBER
AB	TEXT	BID CONTRACT NUMBER
AC	DATE	BUS ORDER DATE (date format MM/DD/YYYY)
AD	TEXT	TO BE (D) DELIVERED OR (PU) PICKED-UP
AE	DATE	BUS BUILD DATE (date format MM/DD/YYYY)
AF	DATE	EST DEL DATE (date format MM/DD/YYYY)
AG	TEXT	DEL STATUS
AH	DATE	DATE OF DELIVERY (date format MM/DD/YYYY)
AI	DATE	IN-SERVICE DATE (date format MM/DD/YYYY)
AJ	NUMBER	ODOMETER MILES AT DATE OF DELIVERY (whole number without tenths)
AK	TEXT	EXTENDED WARRANTY
AL	NUMBER	TOTAL COST WITH OPTIONS AND DELIVERY (Whole dollar amount only)

NOTE: The File shall be a Microsoft Excel spreadsheet. The department reserves the right to modify the file structure of this document upon written notice to the awarded contractor(s).

BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'O' - *FLORIDA SCHOOL BUS SPECIFICATIONS, EFFECTIVE JANUARY 2026*

Insert link to *Florida School Bus Specifications, Effective January 1, 2026*

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'P' – FMVSS AND GAWR LETTER OF ATTESTATION

[COMPLETED BY BIDDER]

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'Q' – POWER LIFT COMPLIANCE LETTER OF ATTESTATION

[COMPLETED BY BIDDER]

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'R' – CHASSIS DELIVERY DATES LETTER

[COMPLETED BY BIDDER]

BID NO: ITB 2026-07
**Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment**

ATTACHMENT 'S' –LIQUIDATED DAMAGES ACKNOWLEDGEMENT LETTER

[COMPLETED BY BIDDER]

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'T' – SEAT COVERING SPECIFICATIONS LETTER OF ATTESTATION

[COMPLETED BY BIDDER]

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and
Optional Equipment

ATTACHMENT 'U' – CHASSIS PERFORMANCE LETTER OF ATTESTATION

[COMPLETED BY BIDDER]

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

ATTACHMENT 'V' – PRE-DELIVERY PROGRAM OUTLINE

[COMPLETED BY BIDDER]

District: _____ Local Bus #: _____ Date Rec'd.: _____ Shop Location: _____

In-service mileage: _____ A/C: Yes / No _____ A/C Mfr.: _____ Evap. S/N: _____ Comp. S/N: _____

STATUS CODES: $\checkmark$ = OK X = Malfunction (but Meets Specs) O = Does Not Meet Specs N/A = Not Applicable

[illegible]

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

Status & Code	INSPECTION ITEMS	COMMENTS (Note Specific Deficiencies)	Tech. Initials																																			
D. UNDERNEATH BUS																																						
	1. Front Suspension - I-Beam, U-Bolts, Springs, Spring Mounts, Shackles, Pins and Bushings, Shocks, Kingpins, Wheel Bearings, Seals, A-Frames, Bushings and Ball Joints																																					
	2. Front Brakes - Hoses, Lines, Chambers, Slack Adjusters, Push rods, Linings, Drums, Rotors and Wheel Cylinders or Calipers. Check and Adjust MSA-Equipped Brakes. Do Not Adjust ASA-Equipped Brakes, Disc Brakes																																					
	3. Engine Mounts, Transmission Mounts and Starter Mounting																																					
	4. Transmission - Bolts, Linkage, Lines, Filter and Cooler																																					
	5. Fluid Leaks - Oil, Coolant, Transmission, Power Steering and DEF																																					
	6. Fuel and DEF Tank - Leaks, Mounting, Hoses and Wiring																																					
	7. Brake Equipment - ABS, Lines, Valves, Reservoir Mounting and Bleed Reservoirs																																					
	8. Driveline - Shafts, U-Joints, Yokes, Hanger Bearings, Guards Driveshaft and Park brake																																					
	9. Rear Suspension - Axle Housing, Vent, Differential, Springs, U-Bolts, Shocks, Spring Shackles, Pins and Bushings, Hangers, Seals and Wheel Bearings																																					
	10. Rear Brakes - Hoses, Lines, Chambers, Slack Adjusters, Push rods, Linings, Drums, Rotors and Wheel Cylinders or Calipers. Check and Adjust MSA-Equipped Brakes, Do Not Adjust ASA-Equipped Brakes, Disc Brakes																																					
	11. Body Securement and Structure - Hold Downs, Floor, Outriggers, Braces, Skirts, Mud Flaps and Chassis Frame Rails																																					
	12. Exhaust System - Leaks, Mounting, Muffler, Tailpipe and DEF, DPF System																																					
	13. Wheels and Tires - Tread Depth, Pressure, Damage, Matching, Alignment and Wheel Hardware																																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">TIRES</th> <th style="width: 10%;">LF</th> <th style="width: 10%;">RF</th> <th style="width: 10%;">RRO</th> <th style="width: 10%;">RRI</th> <th style="width: 10%;">LRO</th> <th style="width: 10%;">LRI</th> </tr> </thead> <tbody> <tr> <td>Tread Depth</td> <td>/32</td> <td>/32</td> <td>/32</td> <td>/32</td> <td>/32</td> <td>/32</td> </tr> <tr> <td>Air Pressure</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> <td>PSI</td> </tr> <tr> <td>Lug Nut Torque</td> <td>Ft lbs.</td> <td>Ft lbs.</td> <td>Ft lbs.</td> <td></td> <td>Ft lbs.</td> <td></td> </tr> <tr> <td>Tire Serial Number</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> Lug Nut Torque Verified  				TIRES	LF	RF	RRO	RRI	LRO	LRI	Tread Depth	/32	/32	/32	/32	/32	/32	Air Pressure	PSI	PSI	PSI	PSI	PSI	PSI	Lug Nut Torque	Ft lbs.	Ft lbs.	Ft lbs.		Ft lbs.		Tire Serial Number						
TIRES	LF	RF	RRO	RRI	LRO	LRI																																
Tread Depth	/32	/32	/32	/32	/32	/32																																
Air Pressure	PSI	PSI	PSI	PSI	PSI	PSI																																
Lug Nut Torque	Ft lbs.	Ft lbs.	Ft lbs.		Ft lbs.																																	
Tire Serial Number																																						
E. FILTERS / COOLANT CONDITION / STARTING & CHARGING / AIR CONDITIONING PERFORMANCE																																						
	1. Check Oil Filter(s)																																					
	2. Check Fuel Filter(s) Primary/Secondary and Separator																																					
	3. Check Transmission Filter(s)																																					
	4. Check Air Compressor Filter (if applicable)																																					
	5. Check Power Steering Filter																																					
	6. Check Engine Air Cleaner assembly and Filter																																					
	7. Check Coolant Filter and record DCA level _____																																					
	8. Test Starting and Charging System. Amps _____ Volts _____																																					
	10. Air Conditioning Filters																																					
F. ROAD TEST																																						
	1. Brake Performance - Park Brake, Stopping Distance and Equalization																																					
	2. Engine, Transmission and Driveline - Engine Performance, Governor and Shifting																																					
	3. Steering and Handling - Free Play, Power Assist, Column, Tracking and Turning Radius																																					
G. ITEM SPECIFICATIONS																																						
	1. Body Data Plate																																					
	2. Body Structure																																					
	3. A/C Equipment																																					
	4. Wheelchair Lift Equipment																																					
	5. Wheelchair Tie-Down and Securement System																																					
	6. Driver's Document Compartment																																					
	7. Publications																																					
	8. Engine Equipment																																					
	9. Engine Performance																																					
	10. Ventilation																																					
	11. Square and Level - (RF _____) (LF _____) (RR _____) (LR _____)																																					
H. OPTIONAL EQUIPMENT																																						
	1. Type A Chassis Options																																					
	2. Type B, C and D Chassis Options																																					
	3. Type A, B, C and D Body Exceptions and Options																																					

Body Inspector's Signature: _____ Certification Number: _____ Date: _____

Chassis Inspector's Signature: _____ Certification Number: _____ Date: _____

BID NO: ITB 2026-07
Type A, Type C and Type D School Buses, Multifunction School Activity Buses (MFSAB) and Optional Equipment

ATTACHMENT 'W' – BID RESPONSE CHECKLIST

(DOES NOT NEED TO BE RETURNED WITH YOUR BID RESPONSE)

This Checklist is provided as a **guideline only**, to assist Vendors in the preparation of their Bid Response. Included are some important matters that the Bidder should check. This checklist is just a guideline and is not intended to include all matters required by the ITB. Bidders are responsible for reading and complying with the ITB in its entirety.

Check off each the following:

- ☐ 1. The Deliverables have been thoroughly reviewed for compliance to the Bid requirements.
- ☐ 2. The DMS Vendor Information Portal website - [MyFloridaMarket Place Vendor Information Portal](#) has been checked and any Addenda(s) posted have been completed, signed, and included in the Bid Response.
- ☐ 3. Price(s) bid has been reviewed for accuracy, any price corrections have been made and Bid Price Sheet has been signed.
- ☐ 4. The "Transmittal Letter" has been completed on company letterhead, signed, and enclosed in the Bid Response.
- ☐ 5. The "Disclosure Statement" has been read, completed, and enclosed in the Bid Response.
- ☐ 6. The "Minority Sub-Contractor Utilization Summary Certification" has been attached, if applicable
- ☐ 7. Vendor Certification Forms have been completed, signed and enclosed in the Bid Response, as applicable
- ☐ 8. The following information has been written on the Lower Left-Hand Corner of the Envelope transmitting your Bid Response:
- ☐ 9. All items listed in Section 8.0

COMPANY NAME: [Insert Bidder's Company name]

BID NO.: 2026-07

TITLE: <TITLE>

DUE DATE & TIME: Friday, November 14, 2025 @ 9:00 a.m. Eastern Time