TRA22-01 - Supply and Delivery of School Buses - Quote Form - Bus Unit Price: Type D Electric

		Dynamic Specialty Vehicles
	Please Note This Bus should Not be Ordered for Cold Climates	Submission 1
Line		
Item	Bus Description	Unit Price
	Type D (80+ Passenger or Maximum Capacity). All units and components must meet Federal and	\$ 455,120.0000
1	Provincial regulations and requirements and current D250.	

TRA22-01 Base Bus Specifications: Body - Type D Electric

Depart Specially Vehicles Submission 1	TRA22-01 Base Bus Specifications: Body - Type D Electric		
Internation Body Specifications			
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Body fully undercoated for notize and enhanced rust protection. Please describe what is included. Apphale enhanced DTM Modified Was cashing, and optional levels of protection available including costs Options: Premium Undercoat Suffenset Enhanced DTM Modified Was cashing, Replaces the service deciding chemicals are prevaient. Premium Prima Pri	Exterior Lettering con't $2^{\prime\prime}$ - Capacity GVW (Purchaser name) on side panel back of entrance door 7 and side panel below driver		
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28 One (1) driver's light on separate switch Interior rear view mirror and sun shield. Minimum 6" to maximum 10" x 30" with no obstruction 29 of windshield Right and left side primary and convex mirrors; remote adjustable Exterior convex crossovers self- 30 defrosting mounted on right and left sides Two (2) heavy duty auxiliary windshield defroster fans switched separately one for each windshield. To cover full width of windshield and drivers left side window. Heavy duty defroster 31 motors. 32 Defroster approximately 90 000 BTU capable of clearing front windows School buses must be equipped with heating units and be able to sustain 15.5 degrees C (plus or minus 2 degrees) inside the vehicle when the outside temperature is 0 degrees C ambient. Heaters should not decrease vehicle range by more than one percent. Please describe achievable in vehicle temperature when outside temperature is -30C and provide the expected impact of heating the interior cabin temperate on vehicle range especially when outside temperature	26 LED 8 light system non-sequential with master switch and visors	Yes	
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heating the interior cabin temperate on vehicle range especially when outside temperature			lower mainland.
	33 conditions are very cold.		

Vendors should describe their proposed heating systems including fuel source and flexibility to accommodate different fuel types as requested by local school district. "The use of electric heaters to pre-heat the vehicle cabin is not preferred; however using electric heat to keep the batteries warm is acceptable. Vendors should also describe their proposed system for pre-heating 34 vehicle cabins.	No	Bus is equipped with electric heaters and passenger area can heated while charging during pre-check.
35 One (1) heater unit for driver's control area (transit type) - 10 000 BTU min.	Yes	
36 First Aid kit fire extinguisher flare kit all mounted in overhead compartment.	Yes	
Driver's seat to be deluxe high back air seat fully adjustable - 6-way with lumbar support and fold	Yes	
37 down arm rests. Air foam rubber filled with heavy duty covering cloth fabric.		
Passenger seats to be seat belt ready 3x3 seating on both sides. Seats to be wall mounted on one	Yes	
38 side All seat coverings to be HD fire resistant gray vinyl.		
39 Pre-wired power and ground thru noise suppression circuit for 2-way radio	Yes	
AM/FM/PA radio and CD player	Yes	AM/FM MP3 USB SD MMC BT with PA
40		and Driver Remote Mic included.
41 PA system with six (6) interior and one (1) exterior speakers separately controlled	Yes	
Each unit shall be equipped with a Sound Generator that complies with FMVSS and CMVSS 141	Yes	

TRA22-01 -Base Bus Specifications: Chassis - Type D Electric

	Dyn	amic Specialty Vehicles
		Submission 1
Chassis Specifications 1 Chassis and Body Year Propulsion system - vehicle performance include: A sustained speed of 70 kph on a 2.5% grade; and 20 kph on a 20% grade. An ability to accelerate to 20 kilometers per hour (kph) in four seconds; to 40 kph in 10 seconds; 50 kph in 20 seconds and 70 kph in 35 seconds. Expectations are that the school bus shall be cable of a minimum of 200 kilometer range on a single battery charge on route measured with 50% city miles and 50% highway miles. Vehicles should be capable of operating at minus 30 degrees Celsius (-30C) to 35C with limited loss of range (no more than 10% reduction of documented range) in these variable conditions. This range rating must be tested with all normal accessories running in the conditions described including terrain encountered in BC. Describe vehicle performance while fully loaded in terms of maximum operating speed gradeability and acceleration. Please provide documentation of for verifying submitted vehicle performance claims to meet above performance specifications.	Yes/No Yes Yes	
Vehicles should have the ability to change the powertrain deferential ratio to maximize range performance in mountain routes city routes highway routes or a combination of mountain city and highway routes. Please describe your process for achieving this?	Yes	conditions can affect this number. The bus has not been tested with all norm accessories running in the conditions described including terrain. Blue Bird has chosen to use the 5.29 single rear asle ratio as a great compromise for the typical school bus stop and go route whether that is in mountain routes city routes highway routes or any combination of the regional operations. Since Blue Bird School Buses do not use a transmissio or a two-speed rear axle we not only keep the overall weight of the school bus lower we do not encounter the additional losses of efficiency that the vehicle would have with the added weight of a transmission and two speed rear axle
3 Air Brakes - Rear drum: 16%" x 8"; Front drum: 16%" x 6" with dust shields. Auto slack adjusters long stroke S cam type brakes. ABS included. Auxiliary Equipment tank right hand remote drain 4 High capacity dry type air cleaner c/w air restriction gauge to be mounted on dash or air intake 5 Regenerative braking to charge batteries must meet all Canadian Motor Vehicle Safety Standards in regards to braking systems	Yes	were to be used it would contribute to greater loss of efficiency. Bluebirds regenerative braking systen to charge batteries meets all Canadian
	Yes	

BATTERY - Vendors should describe their proposed energy storage/battery system including the number of battery packs and battery chemistry. "Battery efficiency (kilometers per kWh) " Time (in minutes) to charge batteries from 20% to 100% state of charge on a level 2 charger. "Time (in minutes) to charge batteries from 20% to 80% state of charge on a level 2 charger. "Battery capacity (amps per hour per cell) " Battery storage capacity (kWh) " Total usable battery energy storage capacity (kWh) " Total battery pack C-rate." Total battery pack E-rate " Battery Cycle Life in number of charge-discharge cycles at a specific depth of discharge (DOD) " Battery thermal management type (describe battery maintenance and operational requirements when vehicle is in use and not in use

7
Battery Management System, Must be described

Front axle - 14 000 lb taper leaf set back. Rear axle - 23 000 lb - performance chart must be 9 supplied Rear axle ratio - Please specify options available Specify turning radius.

10 Air suspension rear c/w levelling valve(s). Heavy duty shock absorbers.

11

Tires - Two (2) -11R22.5 Michelin XZE 2 on front preferred Four (4) -11R 22.5 Michelin XDN2 on rear preferred disc wheels 10 stud hub pilot. Please specify your OEM equivalent if different

On-Board Charging Systems Vendors should describe their preferred charging/discharging systems including EVSE noting that the expectation is that vehicles will be fitted with on board AC (19.2 kW) bidirectional charging/discharging systems that conform to the most recent SAE J1772 standards and/or other relevant standards for V2B bi-directional power flow. The vehicles should also be fitted with DC Level II charge/discharge coupler capable of a sustained maximum of 90kW of power transfer at a maximum of 200 AMPs. The coupler should conform to all current SAE standards. All charging system components shall have CSA certification or provide acceptable documentation. Charging systems shall be capable of operating from -30C to 40C with no more than 10% degradation in performance

13 Tow hooks front and rear heavy duty bumper

Battery solenoid switch to be connected to ignition switch for isolation of all of the switch panel

Data collection for performance and analytical comparisons must be available on a regular basis

15 for both ASTSBC and the purchaser. Training must be provided
Engine and body diagnostics software or licensing. Diagnostic Training must be provided to each

16 purchaser

Supply Driver Training and Orientation to ASTSBC Trainers to supply training for drivers upon bus

17 delivery.18 Service Manual for engine and chassis

Ye

Yes

Yes

Yes

Number of packs: 7 batteries in two packs for a total of 14 batteries Chemistry: LI-NMC-G batteries which is Lithium-Nickel Manganese Cobalt-Graphite

Battery efficiency: Will dependent on several factors including driving habits terrain and use of a/c and heaters. Time to charge Level 2 (20%-100%): 330-360 minutes

Time to charge Level 2 (20%-80%): 250-280 minutes

Battery capacity: 126 Ah Battery storage: 155 kWh Total usable battery storage: 124 kWh C-rate: The charge rate is 1C and the discharge rate is 2C

E-rate: This is proprietary and will not be disclosed

Battery life cycle: 3000 cycles at 70% depth of charge

Battery thermal management type: Blue Birds battery thermal management type is a system of heaters chillers a radiator and fluid pumps design to maintain the optimal operating temperature of the batteries and the main propulsion motor by regulating the temperature of the

Blue Birds Battery Management System (BMS) facilitates smart charging by monitoring battery State of Charge (SOC) and other parameters associated with State of Health (SOH) and communicates to the system controller (SCM). The SCM will then determine how much charge should be provided to the battery based on the current state of the battery and control the on-board chargers appropriately. The SCM also nunicates the desired charge rate through the CCS1 connector to the offboard charger to ensure proper charge rates are delivered. The BMS monitors SOC and SOH and reports it to SCM. This data is recorded every 10 milliseconds.

Cooper equivalent supplied. Micheline XZE & XDN2 available as an option.

Blue Bird offers a standard CCS1 connector that allows for either Level 2 AC charging or Level 3 DC Fast Charging For maximum 19.2kW charge rate each Level 2 EVSE must be supplied with single phase 240v 80 amp ac current with a 100 amp fuse. Our bus will fully charge with AC charging from 0-100% in about 8 hours. There are several Level 2 EVSE's available on the market today that meet these charging requirements including the Nuvve PowerPort. For maximum 60kW charge rate each Level 3 DCFC station must be supplied with three phase 480VAC 80 amp. A bus will fully charge with DC Fast Charging from 0-100% in about 3 hours. There are several Level 3 EVSE's available on the market today that meet these charging requirements including the Nuvve RES-HD60-V2G. Blue Bird has decided to include bidirectional charging functionality with DC charging at this time due to V2G interconnection requirements of most utilities across North America, AC charging will be unidirectional only. The Nuvve RES-HD60-V2G is the required charging

Training will be provided by Dynamic Specialty Vehicle's qualified personnel. Training to be provided by Dynamic Specialty Vehicle's qualified personnel. Training to be provided by Dynamic Specialty Vehicle's qualified personnel. Manuals available on-line.

Battery location and weight - please describe	Yes	The high voltage batteries are located
		under the chassis frame rails between
		the front and rear axle. Approximate
19		weight is 1406 kg.

TRA22-01 - Supply and Delivery of School Buses - Quote Form - Option Pricing: Type D Electric

		Dynamic Specialty Vehicles	
		Submission 1	
Line Item Optional Pricing	Charge Type	<u>Unit Price</u>	Additional Information
1 One (1) additional spare tire mounted.	Additional		Shipped loose
Air horn roof mounted.	Additional	\$ 195.0000	Option for floor mounted available
2			at additional charge.
Current Gatekeeper digital video system supplied and installed with 2 cameras.	Additional	\$ 2,100.0000	SD Card Recorder with 2 interior
3			cameras.
Current Seon digital video system supplied and installed with 2 cameras.	Additional	\$ 2,270.0000	4 Camera DVR with hard drive with
4			2 interior cameras.
5 Driver's storage compartment overhead left side.	Additional	\$ 220.0000	
Installed Zonar current Fleet GPS Tracking and Vehicle Diagnostics System with EVIR hand held	Additional		Samsung tablet or Connect Kit extra
device and all accessories. Include pricing for each hand held device.			if required.
			Does not include device activation
			from Zonar.
			Includes Zonar hardware surcharge.
6		*	
Zonar current Fleet GPS Tracking and Vehicle Diagnostics System installed.	Additional		Does not include device activation
			from Zonar.
			Includes Zonar hardware surcharge.
7			
8 Drivers Clipboard Storage accessible from drivers seat.	Additional	\$ 30.0000	
9 Traction control through ABS.	No Charge		
10 Driver controlled differential lock.	Not Available		
11 Limited slip rear axle.	Not Available		
12 Automatic greasers minimum of 12 grease points.	Additional	\$ 3,625.0000	
13 Acoustic ceiling panels throughout.	Additional	\$ 820.0000	
Stop Arm Camera System	Additional	\$ 1,000.0000	Stop arm camera prices are based
			on recorder able to accommodate
			extra cameras. DVR may need to be
			upgraded as more camera inputs
			maybe are required.
			Price reflects License Plate
			Recognition cameras or 2 camera
14			Stop Arm system.
15 Interior mirror - 10" x 30" mirror adjustable no windshield obstruction.	Additional	\$ 35.0000	
Recommended Level 2 charging system for your bus	Additional	\$ 2,799.0000	Blue Bird EV compatible with Level
			2 & Level 3 Charging sations. Price is
			subject to change and does not
			include software for reporting.
			Upon award Dynamic will provide
			consultation for charging solutions
			best suited for the School District.
			SCH100 EV Charger made by Clipper
			Creek. Price is hardware only.
			Installation and electrical
			infrastructure extra.
			Option: Juice Bar Siemens ABB and
			NUVVE Smart Charger
			NOVVE Smart Charger
			For more information places see
			For more information please see
16			file: BC_RFSO-EV2022.pdf
17 Emergency roof hatch vent with exhaust fan.	Additional	\$ 610.0000	
• ,		\$ 9,060.0000	
Wheelchair lift specify OEM. Supply and install wheelchair lift with one chair position across fron 18 lift inclusive of tie down system.	Auditional	\$ 9,000.0000	
18 Track seating per wheelchair space.	Additional	\$ 1,395.0000	
			Standard on Plus Bird Bur
20 Tinted windows throughout.	No Charge		Standard on Blue Bird Bus
21 Power and Range upgrade -Price for additional incremental ranges increased and decreased	Not Available	44.44.5	Makilana Callinia A
Pedestrian Detection System	Additional	\$ 2,450.0000	Mobileye Collision Avoidance
22			System. Please see file:
22	I		Mobileye.pdf
Integrated child seats/per seat. Attach information details.	Additional	\$ 755.0000	See file: Type C Blue Bird Vision
23			Brochure.pdf
24 Telescopic steering.	No Charge		Standard on Blue Bird Bus
25 Hydraulic brake school bus with air seat and air suspension.	Not Available		
26 Hydraulic brake school bus (no air components).	Not Available		
27 Adjustable Foot Pedals	Additional	\$ 1,340.0000	
28 Underbody full thru luggage compartments	Not Available		
In-service training for chassis and body maintenance procedures at Purchaser's facility	No Charge		Electric Bus training for technicians
,,,			first responders and operators
29			included.
Laptop & connectors with applicable programming & software or licensing including training for	Additional	\$ 3,000,0000	Vantage software and ABS software
each style of bus supplied. ABS software			included.
caus style of bus supplied. Abs software			aucu.
			Ford/Dough coffuses included it is
			Ford/Roush software included at no
			charge for Gas & Propane buses.
			Committee of the control of the cont
			Cummins software additional
			charge (annual subscription)
20			Training included.
30	1		

exterior entry door handle	No Charge	Included in the base bus price.
		Option: Ruggedized exterior entry
		door handle with lock available
31		
32 Extended Stop Arm	Additional	\$ 5,880.0000
33 35- Air operated disc brakes	Additional	\$ 3,050.0000