

**TRA 25-01 - Supply and Delivery of School Buses - Quote Form - Bus Unit Price: Type D Electric**

	BYD Canada Company Ltd	Dynamic Specialty Vehicles	
	Submission 1	Submission 1	
Line Item	Bus Description	Unit Price	Unit Price
1	Type D ( 80+ Passenger or Maximum Capacity ). All units and components must meet Federal and Provincial regulations and requirements and current D250.	\$557,000.00	\$535,820.00

**TRA 25-01 - Supply and Delivery of School Buses - Quote Form - Option Pricing: Type D Electric**

Line Item	Optional Pricing	BYD Canada Company Ltd			Dynamic Specialty Vehicles Ltd.		
		Charge Type	Unit Price	Additional Information	Charge Type	Unit Price	Additional Information
1	One (1) additional spare tire mounted.	Additional		Spare Tire is available at additional cost	Additional	\$1,076.00	shipped loose
2	Air horn roof mounted.	No Charge		Included with Standard configuration	Additional	\$256.00	
3	Driver's storage compartment overhead left side.	No Charge		Included with Standard configuration	Additional	\$398.00	
4	Drivers Clipboard Storage accessible from drivers seat.	No Charge		Included with Standard configuration	Additional	\$28.00	
5	Traction control through ABS.	No Charge		Included with Standard configuration	No Charge		
6	Driver controlled differential lock.	No Charge		Included with Standard configuration	Not Available		
7	Limited slip rear axle.	Additional		Available at additional cost	Not Available		
8	Automatic greasers minimum of 12 grease points.	Additional		Available at additional cost	Additional	\$3,965.00	
9	Acoustic ceiling panels throughout.	No Charge		Included with Standard configuration	Additional	\$1,297.00	
10	Stop Arm Camera System	Additional		Stop Arm Camera is available at additional cost	Additional	\$550.00	Seon camera only Gatekeeper Stop Arm Camera + License Reader 1250
11	Interior mirror - 10" x 30" mirror adjustable no windshield obstruction.	No Charge		Included with Standard configuration	Additional	\$35.00	
12	Recommended Level 2 charging system for your bus	No Charge		All AC Level 2 charging system that complied with AC-J1772 standard are compatible	Additional	\$5,000.00	many viable systems including InCharge Nuve and Polara all with different options and price points starting at 5000
13	Recommended Level 2 charging system for your bus	No Charge		All DC fast chargers Level 3 with SAE Combo CCS 1 (Combo Charging System) are compatible	Additional	\$35,000.00	many viable systems including InCharge Nuve and Polara all with different options and price points starting at 35000
14	Emergency roof hatch vent with exhaust fan.	Additional		Available at additional cost	Additional	\$1,187.00	
15	Wheelchair lift specify OEM. Supply and install wheelchair lift with one chair position across from lift inclusive of tie down system.	Additional	\$27,600.00	We offer Braunability lift. Seating Capacity will be reduced to 66 pax	Additional	\$14,000.00	Braun Lift and Q'Straint tie down kit
16	Track seating per wheelchair space.	Additional	\$1,100.00	Add one set of Wheelchair restraint and L-Track; AMF	Additional	\$1,982.00	
17	Tinted windows throughout.	No Charge		Included with Standard configuration	No Charge		
18	Power and Range upgrade / downgrade -Price for each range option available	Not Available			Not Available		
19	Pedestrian Detection System	Additional		Available at additional cost	Additional	\$1,848.00	Mobileye System
20	Collision Mitigation System	Additional		Available at additional cost	Not Available		
21	Integrated child seats/per seat. Attach information details.	Additional	\$1,500.00	HSM 3PT seat	Additional	\$1,168.00	IMMI seat with two ICS per bench
22	Telescopic steering.	No Charge		Included with Standard configuration	No Charge		
23	Hydraulic brake school bus with air seat and air suspension.	Additional		Available at additional cost	No Charge		only available on front engine
24	Hydraulic brake school bus (no air components).	Additional		Available at additional cost	No Charge		only available on front engine
25	Adjustable Foot Pedals	Additional		Available at additional cost	Additional	\$1,690.00	
26	Underbody full thru luggage compartments	No Charge		Included with Standard configuration	Additional	\$7,327.00	only available on rear engine
27	In-service training for chassis and body maintenance procedures at Purchaser's facility	No Charge		8 hours training course is included with base price	Additional	\$1,000.00	
28	Laptop & connectors with applicable programming & software or licensing including training for each style of bus supplied. ABS software	Additional		Available at additional cost	Additional	\$3,000.00	
29	exterior entry door handle	Additional		Available at additional cost	No Charge		
30	Extended Stop Arm	Additional		Stop Arm Camera is available at additional cost	Not Available		
31	35- Air operated disc brakes	No Charge		Included with Standard configuration	Additional	\$3,672.00	
32	Sears Atlas Seat	Additional		Available at additional cost	Not Available		
33	3-point seatbelts (priced per seat)	No Charge		Included with Standard configuration	No Charge		
34	Rear airfoil wind deflector	Additional		Available at additional cost	Additional	\$1,945.00	
35	At the request of the customer dealers and manufacturers are required to supply install and invoice 3rd party options from but not limited to the following providers: CalAmp Espar First Light Safety Products Gatekeeper Geotab Proheat Safefleet Safety Vision Tyler Drive Webasto Zonar.	Additional		Custom configurations are available based on detailed requirement we will provide a price upon request	Additional		quoted upon request

**TRA 25-01 - Supply and Delivery of School Buses - Specification - Base Bus Specifications: Body - Type D Electric**

Line Item	Body Specifications	BYD Canada Company Ltd		Dynamic Specialty Vehicles Ltd.	
		Yes/No	Additional Information	Yes/No	Additional Information
			<b>Submission 1</b>		<b>Submission 1</b>
1	Full power steering - minimum 18" diameter steering wheel Tilt steering column telescopic	Yes		Yes	
2	Aluminized Interior Steel Walls Head Room - 77" Subfloor - 5/8" plywood Rubber covered light coloured ribbed in aisle Floor materials to be covered to sidewalls	Yes		Yes	
3	Wheel housings to be molded type and fully covered All joints to be silicone sealed - including sidewalls and perimeter	Yes	The wheel housings are made of 1.5mm steel plate which reduces the impact of debris. There is a glue seal at the weld.	Yes	
4	Mud flaps Installed on front and on rear wheels rubber fenderettes on all four (4) wheel wells	Yes		Yes	
5	Exterior paint to meet national school bus yellow standard black rub rails light colour interior	Yes		Yes	
6	Exterior Lettering 6" - (Purchaser name) both sides at belt line 4" - Bus # two front corners and opposite license plate rear	Yes		Yes	
7	Exterior Lettering con't 2" - Capacity GVW (Purchaser name) on side panel back of entrance door and side panel below driver	Yes		Yes	
8	Internal signs over windshield - No Smoking - No Standees	Yes		Yes	
9	Body fully undercoated for noise and enhanced rust protection. Please describe what is included and optional levels of protection available including costs	Yes	The bus has 1.5 inch thickness noise insulation materials for noise protection. DINITROL_4942 Anti-corrosive coating is applied for rust protection and is designed to be used on spare parts machines as well as iron and steel structures in highly corrosive environments.	Yes	Asphalt emulsion undercoating included
10	Crossing arm deactivation switch	Yes		Yes	
11	Tinted windshield wipers dual electric with intermittent control Windshield washers with wet arm windshield washer tank 2 litres minimum	Yes		Yes	
12	Split sash side windows tinted	Yes		Yes	
13	All emergency exits to be vandal lock equipped	Yes		Yes	
14	Two (2) roof emergency escape hatches	Yes		Yes	
15	Entrance door to be air or electric operated with an emergency release valve mounted outside. Both doors heavy duty split type windows in upper and lower sections to open outward	Yes		Yes	
16	Entrance steps covered white trimmed with assist rails right and left side	Yes		Yes	
17	Body insulation including walls ceiling and roof bows - to be fibreglass or equivalent Dust intrusion package on underside of bus up to floor joint	Yes		Yes	
18	Power to accessory side of ignition	Yes		Yes	
19	Circuit breakers	Yes		Yes	
20	Instruments: Dash mounted hr meter Battery Monitor speedometer in kmh c/w odometer in km Range (2) air pressure gauges if air equipped. Please describe Instrumentation and dash cluster provided	Yes		Yes	Speedometer Efficiency Gauge Message Display Center State of Charge (SOC) Motor Temperature Battery Temperature Front Air Gauge Rear Air Gauge Left Warning Area Right Warning Area Message Display Center Control Panel Center Warning Bank
21	Instrument panel shall be illuminated and include text light indicators monitoring both the amber and red light warning activations; lcruise control activation cruise control	Yes		Yes	Cruise control not available on Electric Bus
22	12 volt power point in switch panel	Yes	A 12 volt power point in the switch panel can be provided in an optional design	Yes	
23	Back-up alarm	Yes		Yes	
24	Two (2) LED strobing stop arms - mounted front and rear driver's side with wind guards.	Yes	The 2 LED strobing stop arms mounted on the front and rear driver's side with wind guards can be provided as an optional feature.	Yes	
25	Driver alert system installed on battery door	No		Yes	
26	Front headlights HD all exterior lights to be LED cluster lights: front and rear - six (6) in total LED 8 light system non-sequential with master switch and visors	Yes		Yes	Headlights LED
27	Two (2) rows of interior lights front and rear half on separate dimmer switches	No	The bus has two rows of interior lights in the front and in the rear with separate switch without dimmer.	Yes	
28	One (1) driver's light on separate switch	Yes		Yes	
29	Interior rear view mirror and sun shield. Minimum 6" to maximum 10" x 30" with no obstruction of windshield	Yes		Yes	
30	Right and left side primary and convex mirrors; remote adjustable Exterior convex crossovers self-defrosting mounted on right and left sides	Yes		Yes	
31	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 motors.	Yes		Yes	
32	Defroster approximately 90 000 BTU capable of clearing front windows	Yes	BYD    RIDE school buses have heated windshields and a defroster.	Yes	
33	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 conditions are very cold.	Yes	Our standard PTC heaters can meet the requirements however a diesel powered heater working in conjunction with our electric heat pump may be required in extreme cold weather conditions in order to maintain consistant performance. The diesel powered heater can retain the range and heat the cabin at more than 10C in a hour and more than 16C in 2 hour according to the simulation analysis conducted at -30C.	No	Type D Electric Bus does not include a diesel fired heater. Ideal for lower mainland
34	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 vehicle cabins.	Yes	BYD    RIDE School buses have an electric PTC (Positive temperature coefficient) heater and an HVAC system to preheat the bus. A ProHeat diesel heater is an option.	No	Bus is equipped with electric heaters and passenger area can be heated while charging during pre-check
35	One (1) heater unit for driver's control area (transit type) - 10 000 BTU min.	Yes		Yes	
36	First Aid kit fire extinguisher flare kit all mounted in overhead compartment.	Yes	The first aid kit is on the front bulkhead. The Fire extinguisher and flare kit are mounted on the floor.	Yes	
37	Driver's seat to be deluxe high back air seat fully adjustable - 6-way with lumbar support and fold down arm rests. Air foam rubber filled with heavy duty covering cloth fabric.	Yes		Yes	
38	Passenger seats to be seat belt ready 3x3 seating on both sides. Seats to be wall mounted on one side All seat coverings to be HD fire resistant gray vinyl.	Yes	The seats are wall-mounted on a track.	Yes	
39	Pre-wired power and ground thru noise suppression circuit for 2-way radio	Yes	We need detailed requirements from the customer or vendor.	Yes	
40	AM/FM/PA radio and CD player	Yes	A Radio with no CD player.	Yes	
41	PA system with six (6) interior and one (1) exterior speakers separately controlled	Yes	The bus has a functional PA system with internal and external speakers	Yes	
42	Each unit shall be equipped with a Sound Generator that complies with FMVSS and CMVSS 141	Yes		Yes	

**TRA 25-01 - Supply and Delivery of School Buses - Specification - Base Bus Specifications: Chassis - Type D Electric**

Line Item	Chassis Specifications	BYD Canada Company Ltd		Dynamic Specialty Vehicles Ltd.	
		Submission 1	Additional Information	Submission 1	Additional Information
1	Chassis and Body Year	Yes	The bus model is BYD   RIDE Dreamer Type D 2026	Yes	2026 Blue Bird
2	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 grade-ability and acceleration. Please provide documentation of for verifying submitted vehicle performance claims to meet above performance specifications.	Yes	BYD Performance Under GVWR: A sustained speed of 70 kph on a 2.5% grade: YES A sustained speed of 20 kph on a 20% grade: Yes. An ability to accelerate to 20 kilometers per hour (kph) in four seconds: YES An ability to accelerate to 40 kph in 10 seconds: YES An ability to accelerate to 50 kph in 20 seconds: YES An ability to accelerate to 70 kph in 35 seconds: YES The bus is able to achieve a minimum range of 200 km at GVWR with all accessories on under a driving condition of 50% city miles and 50% highway miles.	Yes	Reaching and sustaining 15.5 degrees C (+/- 2 degrees) inside the vehicle when the temperature is 0 is not a problem. Further testing is required to provide the achievable in-vehicle temperature when the outside temp is -30C. The battery thermal management system typically uses less than 10% of usable power to maintain operating conditions. This does not account for cabin heat loads. When cabin heat is activated cabin heat will consume 6% - 20% of usable power.
3	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?	No	The bus only has a one-gear ratio.	No	We offer an axle ratio that is optimized for the full range of operation of a typical route bus all climates terrain and 0 to 100kph. We are certainly open to exploring additional options if the operating condition would benefit from it.
4	Air Brakes - Rear drum: 16½" x 8"; Front drum: 16½" x 6" with dust shields. Auto slack adjusters long stroke S cam type brakes. ABS included. Auxiliary Equipment tank right hand remote drain	Yes		Yes	
5	High capacity dry type air cleaner c/w air restriction gauge to be mounted on dash or air intake	Yes		Yes	This vehicle uses an electric motor for its propulsion system and therefore an air cleaner is not required
6	Regenerative braking to charge batteries must meet all Canadian Motor Vehicle Safety Standards in regards to braking systems	Yes		Yes	Bluebirds regenerative braking system to charge batteries meets all Canadian Motor Vehicle Safety Standards in regards to braking system
7	BATTERY - *200 kwh minimum* - 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	Yes	The 8-pack configuration has a 255kW capacity. The battery chemistry is LFP. By using a DC fast charger full charge time at 110kW is 2.5-3 hrs; and an AC full charge time at 19.2kW is 14.5-15 hrs. / 12 YEARS WARRANTY Based on the characteristics of LFP batteries the battery needs to be charged to 100% as much as possible to better ensure the battery performance. If it must be stored for a long period it is recommended to keep the charge at 50%. Keep the bus stored in a cool and dry place and conduct a charge and discharge cycle every six months to maintain the battery characteristics.	Yes	*200 kwh minimum* Exception currently at 194 kWh but 88% useable (170kWh) - Vendors should describe their proposed energy storage/battery system including the number of battery packs Two(2) and battery chemistry. Li-ion NMC " Battery efficiency (kilometers per kWh) " Time (in minutes) to charge batteries from 20% to 100% state of charge on a level 2 charger. 420 to 840 minutes "Time (in minutes) to charge batteries from 20% to 80% state of charge on a level 2 charger. 319 to 612 minutes Battery capacity (amps per hour per cell) Battery storage capacity (kWh) 194kWh Total usable battery energy storage capacity (kWh) 170kWh Total battery pack C-rate. Exception but Available Upon Request from the battery supplier Total battery pack E-rate Exception but Available Upon Request from the battery supplier. Battery Cycle Life in number of charge-discharge cycles at a specific depth of discharge (DOD) Exception 8 year or 390 Megawatt/Hour gross discharge warranty maintaining 70% of the useable capacity Battery thermal management type Circulating DexCool and distilled water mix with resistance heat and R134A compressor with chiller block (describe battery maintenance and operational requirements when vehicle is in use and not in use) While the battery is in use coolant level should be inspected before each use and coolant should flush and refilled every 5 years. If the vehicle is going to be stored for an extended period it is recommended to be at the 50% state of charge (The low voltage battery can be deactivated during storage) Contact your distributor for more than 90 days
8	Battery Management System. Must be described	Yes	The battery uses an intelligent liquid cooling system to effectively control the battery temperature through the circulation of coolant so that the temperature difference of the battery cell is controlled within a very small range thereby improving the battery life and performance. The battery management system (BMS) can monitor the battery temperature in real time and automatically adjust the cooling or heating strategy according to the operating conditions to ensure that the battery is always in the optimal operating temperature range. • In high temperature environments the system will actively start the liquid cooling cycle to prevent the battery from overheating and avoid the risk of thermal runaway. The liquid cooling system can maintain a high power charging rate and shorten the fast charging time. • In low temperature environments the system will use heating functions (such as PTC heating or heat pump systems) to ensure that the battery can still maintain efficient charging and discharging performance in cold weather. The heating system can improve battery activity shorten charging time and reduce winter endurance attenuation.	Yes	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
9	Front axle - 14 000 lb taper leaf set back. Rear axle - 23 000 lb - performance chart must be supplied Rear axle ratio - Please specify options available Specify turning radius.	Yes	The front air suspension has a 18,078 lbs weight capacity, and the Rear axle is 28,660 lbs with air bags suspension The turning radius is 494.71 in. and the gear ratio is 17.814.	Yes	Front axle 14600lb Rear axle is 23500lb Turning radius curb to curb 33'2"; wall to wall 37'9"
10	Air suspension rear c/w levelling valve(s). Heavy duty shock absorbers.	Yes		Yes	
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	Yes	The buses use Michelin 305/70R22.5 xincityz tires.	Yes	KUMHO equivalent supplied. Michelin XZE & XDN2 available as an option.
12	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 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	Yes	RIDE features a standard CCS1 connector supporting both Level 2 AC charging and Level 3 DC fast charging. The level 2 AC charges at 240V AC and the maximum charging power reaches 19.2 kW. Without limitations from the charging station a full 0-100% charge takes approximately 8.5 hours. The level 3 DC Fast Charging charges with a maximum power of 110 kW and can achieve a 0-100% charge in 2.5 hours provided there are no output restrictions from the charging station. It is compatible with major charging station brands. The maximum discharge power is equal to the charging power. However Vehicle-to-Grid functionality is only compatible with V2G charging stations. Charging systems shall be capable of operating from -30C to 40C with no more than 10% degradation in performance with the battery functioning.	Yes	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 Exception currently - Open to discussion charging/discharging systems that conform to the most recent SAE J1772 standards and/or other relevant standards for V2B bi-directional power flow. We are certified to ISO 15118-20 The vehicles should also be fitted with DC charge/discharge coupler capable of a sustained maximum of 90kW Up to 120kWh input and 60kWh output of power transfer at a maximum of 200 AMPS. Meets The coupler should conform to all current SAE standards. SAE J1772 CCS1 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 Meets or Exceeds
13	Tow hooks front and rear heavy duty bumper.	Yes		Yes	
14	Battery solenoid switch to be connected to ignition switch for isolation of all of the switch panel circuitry.	Yes		Yes	
15	Data collection for performance and analytical comparisons must be available on a regular basis for both ASTSBC and the purchaser. Training must be provided. *Sample report with minimum requirements can be found in the Documents section.	Yes	A telematics box (Vendor: Tecium a Canadian company) is equipped as a standard configuration which allows customers to monitor the bus for performance preventive maintenance. It also allows for location tracking. (Cloud web service is an option for quote); Training will be provided.	Yes	
16	Engine and body diagnostics software or licensing. Diagnostic Training must be provided to each purchaser	Yes		Yes	
17	Supply Driver Training and Orientation to ASTSBC Trainers to supply training for drivers upon bus delivery.	Yes		Yes	
18	Service Manual for engine and chassis	Yes		Yes	
19	Battery location and weight - please describe	Yes	There are 8 packs on each side of the bus. The total battery pack weight is 1600 kg.	Yes	The batteries are enclosed in aluminum alloy structure and steel container and attached to the chassis via frame mounts and rubber isolators and are located under the chassis frame rails between the front and rear axle. Approximate weight is 1120 kg
20	FULLY ILLUMINATED Stop Arm (pneumatic operated) Stop Sign - red octagon with white lettering	Yes		Yes	
21	FULLY ILLUMINATED Stop Arm (electric drive) Stop Sign - red octagon with white lettering	No		No	
22	ILLUMINATED SCHOOL BUS SIGN (front and rear) approved by BC Ministry of Transportation	Yes		Yes	