



4 World Trade Center, 150 Greenwich Street, 21st Floor, New York, NY 10007

REQUEST FOR QUOTATION

<p>Contact person/Telephone/Email Shanta Nelson/212-435-4661/snelson@panynj.gov</p>	<p>Collective# 0000046108 Bid Due Date 06/07/2016 Bids must be received no later than 11:00 AM on the above Bid Due Date. Deliver Goods/Services To: Central Stockroom Jersey Avenue Maintenance Building 777 Jersey Avenue Jersey City NJ 07310</p>
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Quantity	Description	Unit Price	Total
	<p>Impact Attenuator Trucks</p> <p>Delivery to various Port Authority Facilities as noted in paragraph 53 of "Specifications for Impact Attenuator Vehicles".</p> <p>Attachments: "Specifications for Impact Attenuator Vehicles" and Appendix A-G" to be made part of this Contract.</p> <p>Contract Administrator: Mr. Varuna Sembukuttige</p> <p>NOTE: PLEASE CONTACT MR. SEMBUKUTTIGE THREE (3) BUSINESS DAYS PRIOR TO DELIVERY FOR INSTRUCTIONS. DELIVERY SHALL BE MADE BETWEEN THE HOURS OF 8AM AND 2PM, MONDAY THROUGH FRIDAY.</p>		
	PLEASE QUOTE FULLY DELIVERED PRICES	PAYMENT TERMS	Total Delivered Price

This Quotation is subject to the terms and conditions set forth on the back page hereof. Bidder is advised to read these before signing.

We have read the instructions and, if favored with an order, we agree to furnish the items enumerated herein at the prices and under the conditions indicated.

NOTICE TO BIDDERS: Unless the following term of assurance that the above offer is irrevocable is signed, the offer submitted herein shall not be deemed to be complete.

Signed _____
 Firm Name _____
 Telephone number _____ Date _____
 Fax Number _____
 Federal Taxpayer ID _____

Bidder
Must
Sign
In
Two
Places

The foregoing offer shall be irrevocable for 90 days after the date on which the Port Authority of New York and New Jersey opens this proposal.
 Signed _____ Date _____
 Firm Name _____



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Bid Due Date
06/07/2016

Quantity	Description	Unit Price	Total
	<p>This is a Formal Bid Invitation Mail Sealed Bids to:</p> <p>The Port Authority of NY & NJ Attn: Bid Custodian Procurement Department 4 World Trade Center 150 Greenwich Street, 21st Floor New York, NY 10007</p> <p>by the date and time listed above, where it will be publicly opened and read.</p> <p>If you do not use or have an envelope provided, you must clearly mark the outside envelope/package with 'BID ENCLOSED' and show the company name, address, as well as Bid number and Due date as stated on this bid document.</p> <p>Bids are only accepted Monday through Friday, excluding Port Authority holidays, between the hours of 8 A.M. & 5 P.M., via regular mail, express delivery service or hand delivery. Express carrier deliveries by commercial vehicles can be made via vendors approved by Silverstein Properties, the 4 World Trade Center (4WTC) Property Manager, through the Vehicle Security Center (VSC). Presently, UPS is the only delivery vendor with approved recurring delivery times. There is extensive security at the World Trade Center Site. Individuals must present a valid government-issued photo ID</p>		
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	<p>to enter 4 WTC. Individuals without packages or carrying small packages or boxes that can be conveyed by hand or on a hand truck may enter through the lobby. All envelopes, packages and boxes may be subject to additional security screening.</p> <p>There is no parking available at 4 WTC/150 Greenwich Street, and parking in the surrounding area is extremely limited.</p> <p>A valid government-issued photo ID is required to gain access into the building to attend the bid opening or hand deliver a bid.</p> <p>Bids that are not received by the bid custodian by the scheduled bid opening date will be considered late.</p>		
27.000 PU	Impact Attenuator Trucks		
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TERMS AND CONDITIONS

1. The Port Authority (PA) reserves the right to request information relating to seller's responsibility, experience and capability to perform the work.
2. Unless otherwise provided, complete shipment of all items must be in one delivery FOB delivery point. Payment will not be made on partial deliveries unless authorized in advance by the party to be charged and the discount, if any, will be taken on the total order.
3. PA payment terms are net 30 days. Cash discounts for prompt payment of invoices may be taken but will not be considered in determining award, except in the case of tie bids.
4. Separate unit and total FOB delivered prices must be shown.
5. Sales to the PA and to PATH are currently exempt from New York and New Jersey State and local taxes and generally from federal taxation. The seller certifies that there are no federal, state, municipal or any other taxes included in the prices shown hereon.
6. The PA shall have the absolute right to reject any or all proposals or to accept any proposal in whole or part and to waive defects in proposals.
7. Unless the phrase "no substitute" is indicated, bidder may offer alternate manufacturer / brands, which shall be subject to Port Authority approval. Please indicate details of product being offered with bid.
8. Acceptance of seller's offer will be only by Purchase Order Form signed by the PA. No change shall be made in the agreement except in writing.
9. If the seller fails to perform in accordance with the terms of this purchase order, the PA may obtain the goods or services from another contractor and charge the seller the difference in price, if any, a reletting cost of \$100, plus any other damages to the PA.
10. Upon request, sellers are encouraged to extend the terms and conditions of any terms agreement with the PA to other government and quasi-government entities by separate agreement.
11. By signing this quotation or bid, the seller certifies to all statements on Form PA 3764A regarding non-collusive bidding; compliance with the PA Code of Ethics; and the existence of investigations, indictments, convictions, suspensions, terminations, debarments and other stated occurrences to assist the PA in determining whether there are integrity issues which would prevent award of the contract to the seller. The PA has adopted a policy set forth in full on PA 3764A, that it will honor a determination by an agency of the State of New York or New Jersey that a bidder is not eligible to bid on or be awarded public contracts because the bidder has been determined to have engaged in illegal or dishonest conduct or to have violated prevailing wage legislation. The Terms and Conditions of PA 3764A apply to this order. A copy can be obtained by calling (212) 435-4600 or at <http://www.panynj.gov/business-opportunities/become-vendor.html>
12. The vendor may subcontract the services or use a supplier for the furnishing of materials required hereunder to such persons or entities as the Manager, Purchasing Services may from time to time expressly approve in writing. All further subcontracting shall also be subject to such approval.
13. The successful bidder (vendor) shall not issue nor permit to be issued any press release, advertisement, or literature of any kind, which refers to the Port Authority or that goods will be, are being or have been provided to it and/or that services will be, are being or have been performed for it in connection with this Agreement, unless the vendor first obtains the written approval of the Port Authority. Such approval may be withheld if for any reason the Port Authority believes that the publication of such information would be harmful to the public interest or is in any way undesirable.
14. Neither the Commissioners of the Port Authority, nor Directors of PATH, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Contractor with any liability, or held personally liable to the Contractor under any term or provision of this Agreement, or because of its execution or attempted execution, or because of any breach, or attempted or alleged breach, thereof.

**The Port Authority of New York & New Jersey
Operations Services Department
Central Automotive Division
241 Erie Street, Room 307
Jersey City, New Jersey 07310-1397**

**Date: May, 2016
Code: G515-4845**

**SPECIFICATIONS FOR:
IMPACT ATTENUATOR VEHICLES**

1. GENERAL

These specifications cover the furnishing of twenty-seven (27) new attenuator trucks as manufactured by Royal Trucking & Equipment Incorporated of Coopersburg, PA or approved equal. They shall be built on the latest production model Ford F-650 chassis. The attenuator trucks are to be purchased for use at various port authority facilities. The vehicles shall include a cab chassis with mounted rack body, attenuator, arrow board, speed display device, and video cameras with recording system. They shall be designed for use as a stationary attenuator vehicle or for mobile use as a shadow vehicle behind dynamic operations such as roadway sweeping. The truck must meet or exceed level 2 test requirements of the National Cooperative Highway Research Program (NCHRP) report 350 for Truck Mounted Attenuators (TMAS). The arrow board mounted on the trucks must meet or exceed the provisions of the Manual on Uniform Traffic Control Devices (MUTCD) part 6f.61 for temporary traffic control zone devices pertaining to arrow boards.

The curb weight of the vehicle (including impact attenuator) must be approximately 17,500 lbs. necessary weight obtained through the design of the installed body and specified equipment. removable ballast is not allowed. (As used in this specification ballast shall mean weight(s) that may be installed or removed from the vehicle for the purpose of meeting the minimum curb weight. Ballast does not include those components specifically detailed in these specifications such as attenuator, stake rails, and compartments.)

Where possible, every possible effort shall be made to meet the following:

At least sixty (60%) percent (value) of each vehicle's components and subcomponents should be produced in the United States or Canada, final assembly should take place in the United States and all equipment be purchased from a domestic supplier. The failure to meet this objective will not preclude award of this Contract. However, the Vendor is required to certify whether the item does or does not meet this domestic content and assembly provision, as set forth in Appendix G.

The vendor shall submit with its bid manufacturer's brochures, drawings, and technical information necessary for a complete product evaluation.

Note: All dimensions used throughout this specification are U.S. standard units (i.e., inches, pounds, etc.).

2. CAB-CHASSIS

The cab-chassis shall be the latest production Ford F650 conventional cab cab-chassis, with a 22,000 lb GVWR and a 4x2 axle configuration. The cab-chassis shall be equipped with all manufacturer's standard components and other equipment and components as required or necessary or appropriate for use as an attenuator vehicle as required by these specifications.

The cab-chassis shall have the following dimensions:

- Wheelbase (WB):-----as necessary
- Cab-to-Rear axle (CA):-----120"
- Cab-to-End of Frame (CE):----- short as practical
- Overall width:-----96"

The chassis wheelbase shall provide suitable weight distribution for the specified vehicle.

The vendor shall furnish a weight distribution identifying gross weight, gross axle weights for front and rear axles, and vertical cg, for the curb weight of the vehicle.

3. ENGINE

The engine shall be the latest production ford gasoline engine that meets the latest epa regulations. The engine shall have the following minimum requirements:

- 4 cycle internal combustion engine
- 10 cylinders
- 360 gross hp @ governed rpm
- 450 lb-ft torque @ optimum rpm
- Governor to limit engine speed to maximum rated rpm
- Engine idle shut down, disabled from the factory.

THE ENGINE SHALL BE EQUIPPED WITH THE FOLLOWING:

Cooling/Lubrication System:

- Cooling system serviced with a 50/50 mix of permanent type antifreeze and water
- Fan with automatic fan clutch
- Fan shroud
- Engine oil filter(s):-----full flow, spin on type
- Magnetic oil pan drain plug

FUEL SYSTEM:

The fuel system shall be designed to operate on regular gasoline with up to fifteen (15) percent ethanol.

EXHAUST:

- Horizontal exhaust system located below the frame rails.

4. CONTROLS, GAUGES, AND INDICATORS:

The engine shall be equipped with the following minimum controls, gauges, and indicators:

- Ignition start/run/stop switch
- Manufacturer's standard gauges and instruments
- Air filter restriction indicator

Engine protection shutdown system with automatic override, and visual and audible alarm for:

- Low oil pressure,
- High coolant temperature
- Low coolant level
- Low fuel level (approx one fourth (1/4) tank remaining)

All controls, monitors, and indicators shall be installed for ease of operation, properly labeled, and ready observation by the driver.

5. ENGINE - NOISE

The engine, when installed, shall conform to federal, state, and local noise codes. The sound level at the operator's position shall not exceed 83 DB(A)

6. TRANSMISSION - AUTOMATIC

The vehicle shall be equipped with a ford torqueshift hd, fully automatic transmission. The transmission shall be rated for the maximum net input power and torque, and shall have the minimum rating required for the actual vehicle's maximum rated GVWR and GCWR. The transmission shall be equipped with the following minimum components:

- Dash mounted shift control
- Illuminated gear selector segment
- Neutral safety switch for starter
- Reverse safety switch for backup lights
- Transmission oil cooler: heavy duty as required for operation
- Transmission temperature gauge or overheat indicator
- Heavy duty drive line shafts and components
- Electronically limited top speed of 65mph programmed from the factory

7. STEERING - HYDRAULIC

The unit shall be equipped with an integral hydraulic power-assisted steering system. The system shall be designed so that in the event of power assist failure, the system shall revert to the manual mode with full steering control. The power cylinder and control valve shall be an integral component of the steering system. The steering system shall include a properly sized power steering fluid reservoir, and if required the power steering fluid shall be cooled with a suitably sized air/fluid heat exchanger. The power steering system and pump shall be fully equipped with all necessary components for the proper performance.

The power assist system shall be manufacturer's installed system only. Add-on or after-market kits will not be accepted.

The power steering shall be provide the operator the capability of turning the steering wheel lock-to-lock with one hand with the vehicle stopped on a paved surface, with engine idling and vehicle loaded to maximum laden weight.

8. BRAKES - HYDRAULIC

The chassis shall be equipped with the manufacturers factory installed Bosch hydro-max brake and traction control system. The system shall be a split circuit hydraulic brake system with a four (4) channel abs as well as a parking brake.

It shall also be equipped with a supplemental brake holding device. The device shall be electrohydraulic and act on all four (4) channels of the truck's abs system. The device shall be a 691 brake lock system produced by Mico, Incorporated of North Mankato, MN, or approved equal. The Mico system shall be installed in accordance with the manufacturers recommendations the system shall be actuated by the driver in the seated position and be capable of automatically monitoring and maintaining optimal brake lock system pressure.

The correct fluids to be used in the truck's braking system as well as its supplemental brake system shall be clearly labeled on or by the system's fill cap.

9. FRONT STEERING AXLE AND SUSPENSION

The vehicle shall be equipped with rigid front steering axle, non-driving front axle with a minimum front GAWR of 8,500 lbs. The front steering axle and suspension shall have the following minimum requirements:

- Non-driving axle:
- Axle rating:----- 8,500 lbs, minimum

SUSPENSION:

- Suspension rating:----- 8,500 lbs, minimum
- Heavy duty multi-leaf springs
- Heavy duty double acting shock absorbers
- Front stabilizer bar

WHEELS:

- Type:----- Steel disc
- Size:-----as required for tire size
- Capacity:----- Total 8,500 lbs, min.
- Wheel checks on all wheel nuts in a highly visible color.

Split ring type wheels will not be accepted

TIRES:

- Construction:-----Tubeless radial
- Tread pattern:-----Highway

- Size/load rating:-----245/70 r19.5 -- h
- Capacity:-----Total 8,500 lbs min. @ recommended pressure

All axle and suspension systems shall be factory installation only, as supplied by the cab-chassis manufacturer. Conversions or retrofits will not be accepted.

10. REAR DRIVE AXLE AND SUSPENSION

The vehicle shall be equipped with a rear axle with a minimum GAWR of 13,500 lbs. The rear drive axle and suspension shall have the following minimum requirements:

REAR AXLE:

- Axle rating:----- 13,500 lbs, minimum
- Rear axle ratio:-----6.5 : 1
- Single reduction, single-speed
- Suspension:
- Suspension rating:-----13,500 lbs, minimum
- Heavy duty multi-leaf springs
- Heavy duty double acting shock absorbers

WHEELS:

- Type:----- steel disc
- Size:----- as required for tire size
- Capacity:----- 13,500 lbs, minimum
- Wheel checks on all wheel nuts in a highly visible color.

Split ring type wheels will not be accepted

DUAL TIRE PRESSURE EQUALIZATION SYSTEM:

A dual tire pressure equalization system, cat's eye, crossfire, or approved equal shall be furnished and installed to equalize pressure in every dual wheel. The system shall consist of a pressure equalizing and monitoring valve that is mounted between dual tires that bolts easily to the lug, hub cap, or drive axle end and will allow air to freely flow from one tire to the other, maintaining equal tire pressure, load distribution, and visual indication of correct air pressure. The system shall employ a safety feature that automatically isolates the "good" tire in the event of a blowout. The system shall also provide a valve to address slow leak situations, so the valve isolates both tires after a pressure drop of approximately 10 P.S.I.

TIRES:

- Construction:-----Tubeless radial
- Tread pattern:-----On/off road
- Size/load rating:-----245/70 r19.5 -- h
- Capacity:-----Total 13,500 lbs min. @ recommended pressure

All axle and suspension systems shall be factory installation only, as supplied by the cab-chassis manufacturer. Conversions or retrofits will not be accepted.

11. FRAME

The vehicle shall be equipped with a chassis frame of suitable strength and rigidity to allow operation at maximum gross vehicle weight.

The frame main section shall each frame rail conform to the following minimum requirements:

- Yield strength:-----80,000 psi
- Maximum section modulus:----- 10.75 cu. in.
- Maximum resisting bending moment:-----860,000 in-lbs

Each frame rail shall be a continuous formed steel channel. The required section modulus shall not be obtained by the use of fish plating. Cross bracing shall be provided as required for tensional resistance. The bracing shall be of a properly designed section and be properly spaced.

The use of inverted "I" inner or outer channel reinforcements to obtain required section modulus shall be permitted. When frame reinforcement is used, it shall be the as full length as possible.

The frame shall have a design with the required strength, rigidity and a sufficient factor of safety to properly operate the vehicle in all condition of loading.

12. CAB

The vehicle shall be equipped with a fully enclosed conventional cab. All controls, monitors, gauges, and indicators shall be installed for ease of operation and observation by the driver.

The cab shall be equipped with the following minimum items:

- Integral fender splash shields
- Steel front bumper
- Manufacturer's standard cab entrance, steps of a non-skid design
- Sun visor on LH & RH sides
- Manufacturer's standard am/fm radio
- Manufacturer's standard interior rear view mirror.
- Power LH & RH side view mirrors with integrated spotter mirrors, manual fold
- Padded dash
- Cab trim & insulation package
- Door trim panels
- Coat hook
- Tilt steering wheel
- 30/70 split heavy duty vinyl seating, driver/2 passenger
- Arm rest on LH & RH sides
- Retractable seat belts: lap/shoulder type
- Electric horn
- Tinted windshield and side windows
- Variable speed windshield wipers
- Windshield washer: Electric
- Manufacturer's standard interior lights

- Interior and exterior cab entrance assist handles on LH & RH sides
- Heater and defroster: multi-speed, high output
- Halogen or high energy discharge headlamps
- Factory installed air conditioning
- Controls, gauges, and indicators: manufacturer's standard instrumentation package
- Rubber floor mats
- Factory rust protection
- All required lighting and reflectors to meet fmvss no. 108
- Cab chassis optional upfitter switch panel

13. ELECTRICAL SYSTEM

The vehicle shall be equipped with an integral electrical system consisting of battery, alternator, starter, wiring harness, circuit breakers, fuses, and other necessary components and devices. The system shall conform to the following requirements:

- Nominal system voltage:-----12 VDC
- Negative ground
- Starter with overcrank protection
- Heavy duty wiring

14. ALTERNATOR

An engine-driven alternator shall be installed and it shall have the capacity to provide all electrical power required for all vehicle systems electrical demands and to maintain battery charge. The alternator shall be installed using standard vehicle mounting brackets. The charging system shall conform to the following minimum requirements:

- Heavy duty alternator
- Negative ground
- Air-cooled
- Voltage (nominal): 12 VDC
- Largest available factory installed alternator: Rated output (SAE standard no. J56) not less than 170 amps
- Minimum output at idle:-----100 amps
- Proper voltage regulator for the alternator supplied

15. BATTERY

The batteries shall be mounted outside the cab in a factory installed battery box located on the right hand side under the cab step. They shall be protected from weather and splashing by a suitably vented box or enclosure with an easily removable or hinged cover. The batteries shall have the following minimum requirements:

- Voltage (nominal):-----12 VDC
- Type:-----Maintenance free
- Number of batteries:----- 2

- Cold cranking amps (sae standard no. J537i at 0°f):-----900 CCA each

16. BATTERY CHARGER

The vehicle shall be equipped with an onboard battery charger wired to a 120 volt shore line power receptacle. The charger shall be a Progressive Dynamics of Inc. of Marshall, MI, model PD2140, or approved equal.

The charger shall be mounted in a weatherproof enclosure to protect it from road salt and water.

A 15 amp 110 VAC power inlet shall be mounted at the back of the driver's side of the cab. It shall be produced by a Hubbell incorporated of Millford, CT, model HB161CM64, or approved equal.

The power inlet shall be equipped with an interlock to prevent starting the vehicle unless the shore power has been disconnected.

An indicator light shall be mounted at the top of the bulkhead on the driver's side to illuminate when the shore power charger is connected to the vehicle. The light shall be a Stonco model VP11GC Philips Roughlyte with a glass globe, aluminum bayonet guard and one half (1/2") NPT pipe base, or approved equal.

17. AUXILIARY POWER UNIT (APU):

An APU shall be mounted on the truck to maintain the batteries while the truck engine is off. The APU shall be a gasoline engine powered 12volt DC generator with a controller that automatically turns the APU on and off according to the battery voltage. The APU shall be mounted under the bed of the truck on the passenger side. The APU's mounting shall allow for routine maintenance and inspection without removal from the vehicle. Appropriate splash guards shall be installed to reduce amount of road spray from hitting the unit.

Fuel shall be supplied to the APU from a separate pickup on the truck's fuel tank that will leave approximately twenty percent (20%) fuel for vehicle movement. The fuel line shall include a shutoff valve located as close to the fuel tank as possible. Fuel shutoff valve shall be safety wired to the on position. A Racor or approved equal filter/fuel water separator shall be installed between the shutoff valve and the APU

The APU's controller shall have the following settings for operation:

- "Off"
- "Manual on" In the "manually on" position the APU shall have the ability to be started by starter button
- "Automatic" In the automatic position the APU shall turn on and off based on battery voltage keeping the batteries charged.

The APU'S controller shall have the following gauges:

- Engine hours meter
- Volt meter to operate in the "on" or "automatic" position

18. FUEL TANK

Fuel tank shall be steel and have a nominal fifty (50) gallon capacity.

The fuel filler cap shall be safety chained to prevent loss. The safety chain shall not be welded, riveted or bolted to the tank.

A 6" x 6" area around the filler cap shall be painted red with a placard that reads "gasoline".

The fuel tank shall have a secondary pickup for the APU. The secondary pickup shall be positioned so that twenty percent (20%) of the tanks capacity will remain to run the truck engine.

Fuel tank shall be equipped with a drain plug.

19. MISCELLANEOUS

Heavy duty painted steel front bumper

Front tow hooks:-----Two (2) bolted to the frame, not welded

Mud flaps:-----Provided, as required mud flaps shall be black and devoid of all advertising.

Spare tire and wheel:-----Same as rear tires, shipped loose, do not install on vehicle

20. BODY

The vehicle shall be equipped with the vendors fourteen (14') foot flat bed body designed to provide a host vehicle with a curb weight of 17,500 pounds (+500, -0 lbs). The body shall be equipped with removable stake rails around its perimeter, coning booths for deploying traffic cones at its front and a compartment for transporting signs used at roadway construction sites at its rear.

The top surface of the platform bed shall be made of heavy gauge steel to provide the required curb weight. Bed surface shall be free of protrusions or sharp edges and the bed's top surfaces shall have non-slip surface or coating.

The bed shall be equipped with rub rails along the outer edge of the platform appropriate for attaching cargo straps.

All surfaces shall be primed and painted to prevent corrosion.

The body shall be equipped with a front bulk head with window cutout that allows the driver to see out of the cab's rear window. The window cutout shall be fitted with expanded metal or similar protection to prevent damage to the cab's rear window.

The body shall be equipped with a coning booth on each side. The booths shall be positioned between the front of the body and the rear wheels. The coning booths shall be designed to allow workers to deploy and retrieve traffic cones and to provide access to the bed. Coning booths shall have non-slip surfaces or coatings. The coning booths shall have bars that positively lock into position, parallel to side edge of the bed and positioned to prevent the worker from falling out while deploying and recovering traffic cones

The coning booths shall include hatch doors that protrude no more than one half (1/2") inch above the platform bed's surface allowing the full length of the bed to be used for carrying cargo. The hatch door shall have a mechanism that securely fixes it in the up position when used for coning. The hatch door shall be a minimum three sixteenth (3/16") inch steel with stiffener

21. EXTERIOR LIGHTING:

The vendor shall install work lights, warning and emergency lights, switches and controls, over current protective devices, and relays as per the following applications and types. The vendor shall furnish wiring, clamps and all other parts necessary to complete the specified installations, and all installations shall follow best industry practices.

All auxiliary electrical functions shall be wired hot and protected by an appropriately rated fuse or circuit breaker, and controlled by the proper size switch, (or switch controlled constant duty relay). Wiring type and gauge shall meet SAE standards for wiring and shall conform to the instructions and recommended practices of the component manufacturer(s). All cables and wiring installed by the vendor shall be of a type, size and color or otherwise approved identification code in accordance with appropriate SAE and/or NAE standards and codes. Wires shall be enclosed in protective wire loom of appropriate size and protected from chaffing or cutting by grommets or other bulkhead connections, and clamped or fixed for protection from vibration and movement wherever appropriate. No interior mounted accessories shall interfere with the vehicle's air bag deployment zones.

The vendor shall supply line drawings with front, rear, left and right sides and top views for the Engineer to indicate the location of lights for approval by the Engineer. After locations have been approved, a wiring schematic detailing the proposed installation of all lighting and warning devices shall be provided for the approval of the Engineer. The schematic shall include:

- Identification of each component including description, manufacturer, part number, and rated capacity
- Calculated actual operating load for each component
- Color or marking, approximate length, and calculated maximum load for each wire.
- Description of labels to be installed at switches, relays, fuses or circuit breakers, or other key locations.
- An approval block on the drawing for the Engineer's name, signature and date of approval.

The Engineer may inspect and approve the wiring on the pilot unit at the vendor's plant. For the inspection the wiring and components shall be exposed with panels, covers and other obstructions removed and all components and wiring visible for inspection. The remaining units in the order shall be wired and assembled identical to the pilot unit. The Engineer may, at his sole discretion, request the inspection of the wiring of other units in the order to assure conformity and quality of workmanship.

Questions regarding exact placement of lights and controls should be directed to the Engineer for approval prior to installation.

Lighting to be supplied by the Port Authority:

- Light bar:-----Federal Model #555100-PANY-A 7-POD amber led light bar mounted on the roof of the cab

Lighting to be furnished by the Vendor:

- Beacon warning lights:----- Two (2) Amber Whelen Model L41AP LED beacon lights mounted on top of the body's bulkhead as far apart as possible.
- Work lights:-----Two (2) White Truck-Lite Model #8160 LED or approved equal work lights pedestal mounted high on the body's bulkhead facing rearward and as far apart as possible.
- Groundlights----- Four (4) White Truck-Lite Model #8160 LED or approved equal work lights, pedestal mounted, two (2) on each side mounted to illuminate the ground at the sides of the body.
- Booth lights:-----Coning booths shall include lights wired with the work lights to illuminate the coning booths and steps.
- Sides:----- LED clearance lights and reflectors
- Rear:----- Rear lighting shall be visible whether the impact attenuator is in the raised or deployed position; or, if the impact attenuator has been removed from the vehicle. this includes:
 - Two (2) left and two (2) right combination red stop, tail and directional signal lamps
 - One (1) left and one (1) right backup Light
 - Identification lights
 - Clearance lights
 - Reflex reflectors
 - One (1) body mounted license light with license plate mounting bracket
- HIGH MOUNT BRAKE LIGHT:----- A high mount third (3rd) brake light shall be mounted above the rear brake lights on the center line of the vehicle and shall be visible when the attenuator is in the stowed position.

22. TL-2 (45MPH) IMPACT ATTENUATOR

The attenuator must meet or exceed level 2 test requirements of the National Cooperative Highway Research Program (NCHRP) report 350 for truck mounted attenuators (TMAS) and shall be a scorpion model-a produced by Tiax Devices, Incorporated of San Clemente, CA or approved equal. The attenuator shall be mounted to the vehicle in accordance with the manufacturer's installation instructions by a certified installer of the specified attenuator.

The maximum height of the attenuator in the stowed position shall be no more than 138" from the ground.

The attenuator shall be equipped with FMVSSs 108 lighting to operate whenever the attenuator is in the deployed position. Attenuator lights shall be LED.

The attenuator's lights shall be wired through a seven (7) conductor pin trailer plug installed in accordance with SAE J1067-2012. The male portion of the plug shall be installed on the attenuator and shall be a Cole Hersee model 1277 and the female portion installed on rear of the truck's chassis shall be a Cole Hersee model 12063, both produced by Littelfuse Commercial Vehicle Products of Boston, MA, or approved equal.

The attenuator shall have the manufacturer's standard reflective yellow and black chevron striping.

23. ATTENUATOR CONTROL SYSTEM

The vehicle shall be equipped with an attenuator control system that allows the driver to deploy and stow the attenuator from the seated position in the cab or at either side at the rear of the vehicle.

The manufacturer's auxiliary attenuator controller with plug in connections shall be provided on each side of the vehicle as close to the rear of the vehicle as practical. Location of the receptacles shall be approved by the Engineer.

The control system shall only permit deployment or stowing (attenuator movement) from any control point under the following conditions:

- Ignition switch "on"
- Transmission in neutral
- Mico brake lock set

Indicator lights shall be installed in the cab to indicate attenuator position, specifically:

- Green indicator – attenuator stowed
- Amber flashing indicator – attenuator not stowed or deployed
- Amber steady indicator – attenuator fully deployed

In addition, whenever the attenuator is being deployed or stowed an audible alarm shall alert the driver and the surrounding area that the attenuator is in motion.

When the attenuator is fully deployed and the truck is in gear a light shall illuminate on the dash with a placard that reads "maximum speed 30mph" to alert the driver that the attenuator is in the deployed position. If possible, the indicator should flash, and an audible alarm sound should the driver exceed the thirty (30) mph speed with the attenuator deployed.

24. DIRECTIONAL ARROW BOARD:

The rear of the truck shall be fitted with a directional arrow board. The arrow board must meet or exceed the provisions of the Manual on Uniform Traffic Control Devices (MUTCD) part 6f.61 for temporary traffic control zone devices pertaining to arrow boards. The arrow board shall be 4'x8' and be the fifteen (15) light type using amber colored LED's. The arrow board shall be mounted vertically at the back of the truck and deploy vertically. The arrow board's mounting shall be capable of withstanding the forces exerted on it while the vehicle is in motion in all conditions as well as the forces due to jerk and acceleration when the truck is impacted.

When the arrow board is fully deployed its bottom edge shall be a minimum of eighty-four (84") inches from the ground. The highest point on the arrow board or its support structure when deployed shall be a maximum of one hundred and thirty-eight (138") inches from the ground.

The directional arrow board shall have a controller mounted in the cab that enables the operator to turn the board on and off as well as select available arrow patterns. The controller shall indicate that the arrow board is turned on and what the selected pattern is. The arrow board shall automatically deploy when it is turned on and stow itself when it is turned off.

The brightness of the arrow board's lights shall automatically adjust for daytime and nighttime intensities.

25. Back-up alarm:

The truck shall be equipped with a back-up alarm, model #SA-BBS-87 produced by bBigade Electronics of Portland, IN. The back-up alarm shall be wired so that it sounds when reverse is selected on the transmission controls.

26. BACK-UP CAMERA AND MONITOR SYSTEM:

Minimum of two (2) rear facing cameras with full infrared capability for any night operations located so that their views are optimized, one (1) when the attenuator is stowed, and one (1) when the attenuator is deployed.

Seven (7") inch minimum LCD in-cab monitor. Monitor shall be mounted in-cab such that it does not block operator's view or prevent operation of any equipment within the cab. System to be capable of recovering multiple inputs and able to work with DVR black box recording system.

Images from the back-up cameras may only be displayed on the screen of the in-cab monitor when reverse is selected on the trucks transmission.

27. DIGITAL VIDEO RECORDING (DVR) BLACK BOX SYSTEM:

The truck shall be equipped with a DVR and telematics capable DVR system with three (3) additional cameras for monitoring activity around the truck

DVR shall be equipped with G-force sensor, enabling the recording system to segment and save any recording of a TMA impact or similar G-force event. The recording system will automatically save a minimum of two (2) minutes prior to incident, and a minimum of one half (½) hour after the incident, without the ability of the recording to be overwritten. Automatic recording times of any event shall be adjustable by the end user.

DVR shall be capable of accepting additional sensor and telematics inputs to monitor such items as idle time or hard braking.

Cameras shall have a minimum rating of 600 TVL and 28 IR for night vision recording:

- Interior driver facing camera shall be limited to 6IR
- Interior forward facing camera shall be 0 IR

DVR system shall be equipped with a minimum 500 GB SSD hard drive and cameras shall be configured at a frame-rate to record in excess of twenty (20) consecutive eight (8) hour work days without overwriting existing data

DVR shall be capable of accepting (but not be equipped with) a mobile 4G modem for remote viewing

DVR shall be capable for automated wifi configuration for automated video download upon entering company network area

DVR shall be set to record four (4) cameras:

- Arrow board mounted rear facing
- Arrow board mounted bed facing
- In-cab driver facing
- In-cab forward facing

DVR shall be powered and set to record through either ignition switch of truck, and/or the activation of lighting, insuring that any driving activity or attenuator work zone operations will be recorded.

DVR shall provide recorded speed on radar speed sign during all recordings.

DVR shall be installed in-cab to be accessible for service and to connect to via laptop to download recordings. DVR hard drive shall be locked in place and removable for video downloads and maintenance.

DVR and camera system will come with two (2) year manufacturer's warranty. DVR & camera system provider shall provide system operations training in first ninety (90) days after receipt and one (1) year technical phone support.

28. FINISHING & PAINTING

The unit is to be furnished with a quality commercial grade finish. All surfaces shall be free of dents, gouges, buckles, surface scaling, rust corrosion, or other surface irregularities. Surfaces that are to be coated shall be cleaned and conditioned in accordance with the paint manufacturer's recommendations.

The body and all components shall be finish painted or powder coated including compartment interiors, ancillary equipment, etc. The only exception shall be britework, the impact attenuator, arrow board, speed display unit, chrome plated parts, surfaces receiving a non-slip coating or other parts specifically designated by the Engineer.

As soon as practical after preparation, the unit and all components shall be primed with two (2) coats of the primer specified below. Parts which mate or join and are inaccessible after assembly shall receive an additional coat of primer before assembly.

SPECIFIED PRIMER:

Gray primer approved by finish paint manufacturer

PAINT FINISH:

The final finish shall be white and consist of three (3) coats of the following paint:

**AXALTA IMRON NO. 9T01
OR
DITZLER POLYURETHANE NO. DU8631
OR
PPG NO. B91776**

The body and all equipment shall be painted in polyurethane. Manufacturer’s standard finish to be provided for cab, chassis, arrow board and attenuator.

The finish shall be of high gloss and uniform color with full coverage and shall be free from sags, runs, orange peel, crazing, pitting or other paint defects.

The color’s of the unit shall be as follows:

- Cab:-----White
- Frame:-----Chassis black
- Platform:-----Anti Skid, flat black
- Steps and stake rails:----Yellow
- Sign cage doors:-----Yellow

Any inquiries regarding paint shall be addressed to the Engineer.

The Vendor shall notify the Engineer prior to painting and the Engineer may elect to inspect the unit.

See Appendix A for additional instructions on “colors, numbers, decals and logos”

29. OPTIONS

All changes to the vehicle necessary to accommodate the following options shall be included in the option’s price stated on the “Pricing Sheet” in Appendix G, and detailed on an “Optional Items” page in Appendix E.

OPTION 1: DIESEL ENGINES:

In lieu of a gasoline engine the manufacturer’s standard diesel engine shall be quoted as an option on the Vendor pricing sheet. The engine shall be a four (4) cycle 6.7l power stroke v8cylinder, turbo diesel with the following rating:

- 265 Gross HP @ Governed RPM
- 670 LB-FT Torque @ Optimum RPM

This option shall include providing a diesel engine powered APU.

The diesel engines shall operate with commonly available, non-proprietary service fluids. The engines shall operate using diesel fuel and biodiesel fuel that complies with the latest version of ASTM d975 standard specification for diesel fuel oils and ASTM d6751 standard specification for biodiesel (b20) fuel oils respectively. Fuel shall be supplied to the powertrain's engine through a heated fuel water separator.

OPTION 2: 17-18 FT BODY LENGTH AND 29,000 GVWR:

- CA:----- 186 IN
- Body length:----- 17-18 FT
- GVWR:----- 29,000 LBS
- GAWR Front:----- 10,000 LBS
- GAWR Rear:----- 19,000 LBS
- Placard on dash:----- "CDL Required"

OPTION 3: TEMPORARY TRAFFIC SIGN CAGE

The cage shall be capable of storing 8ft x 4ft temporary traffic signs at the rear of the body. The cage shall be mounted transverse to the vehicle frame and allow storage and removal of signs from either side of the body. The cage shall have a minimum depth of thirty-six (36") inches.

OPTION 4: TL-3 (60MPH) IMPACT ATTENUATOR:

The attenuator must meet or exceed level 3 test requirements of the National Cooperative Highway Research Program (NCHRP) report 350 for truck mounted attenuators (TMAS) and shall be a scorpion model-c produced by Traxif Devices, Incorporated of San Clemente, CA, or approved equal.

The horizontal section of the attenuator that folds over the bed in the stowed position shall be supported by dual stands mounted at the edges of the truck's bed to allow the greatest amount of open bed space. The maximum height of the attenuator in the stowed position shall be no more than one hundred and thirty (132") inches from the ground.

OPTION 5: RADAR SPEED DISPLAY SIGN:

A rear facing radar speed display sign shall be quoted as an option. The radar speed display shall be mounted on the arrow board and operate when the arrow board is turned on.

OPTION 6: COMMUNICATION RADIO INSTALLATION:

The Port Authority will furnish communication radios, microphones, speakers, amplifiers, microphone holder clips, antennas, mounting hardware, installation instructions and interconnecting wire harnesses to be installed by the vendor in the vehicle cab near the driver. The radios shall be model XTL 2500 UHF produced by Motorola Solutions of Schaumburg, Illinois.

The radio's output shall be capable of being broadcast from a loudspeaker on the exterior of the vehicle. The loudspeaker shall be a model ES-100 produced by Federal Signal of University Park, IL.

Radio power and grounds will be directly to the battery and be wired hot. Wire gauges and circuit protection shall be sized as per the radio manufacturer's recommendations and approved by the Engineer. In some instances, a console or similar device for housing the radios may also be provided. Location and wiring details for the radios to be approved by the port authority's radio shop staff and the Engineer.

RADIO ANTENNAS:

Antennas will be roof mounted and wires will be run through protective loom and concealed.

APPENDIX A
COLOR, NUMBERS, DECALS AND LOGOS

PORT AUTHORITY AIRPORT OPERATIONS VEHICLE

If requested, the Vendor shall supply a line drawing(s) with front, rear, left and right sides and top views for the Engineer to indicate the location of decals logos and striping material for approval by the Engineer. Questions regarding exact placement of decals and striping should be directed to the Engineer for approval prior to installation.

Color shall be white, DuPont Imron No. 7372U or Ditzler Polyurethane No. DU8631 or, if approved, the manufacturer's standard color. A color chip shall be provided to the Engineer prior to painting. However, when bodies or other major components are stainless steel, aluminum, RFP or other materials that are not normally painted, with the approval of the Engineer they shall be left in their natural state. In addition, when requested, the upper surface of the hood and other areas that result in reflections in the driver's field of view are to be painted flat black, or other flat color approved by the Engineer.

The Vendor shall install Port Authority furnished vehicle fleet numbers, logos and striping for each vehicle:

- Five and Three Quarter inch (5 ¾) overall stripe (Five inch (5") Yellow with five sixteenth inch (5/16") upper and lower blue border) 3M reflector tape stripe on each side of the vehicle along the belt line or an appropriate location near the vertical centerline of the vehicle from front bumper to rear bumper. (B1)
- Two (2) sets of the three and one half (3 ½") inch high five (5) digit Blue Port Authority fleet numbers (e.g. 36042. One set located at the rear on each side of the vehicle on the stripe as high and as near to the rear as practical. (B2)
- Three (3) sets of the one and one half (1 ½") inch high five (5) digit Blue Port Authority fleet numbers (e.g. 36042. Located at the front and rear of the vehicle, and one located on the dashboard so the operator can see the vehicle number. (B3)
- Port Authority logo with the bird centered on the lower edge of the blue border stripe on each door (B4)
- Facility logo on lower front edge of each front door. (B5)
- Red/Silver Barricade Striping material to cover entire rear of the vehicle rear as designated by the Engineer. (B6)
- Port Authority decal and No smoking sign installed on dashboard.
- "Do Not Top Off" decal installed as close as practical to fuel filler.

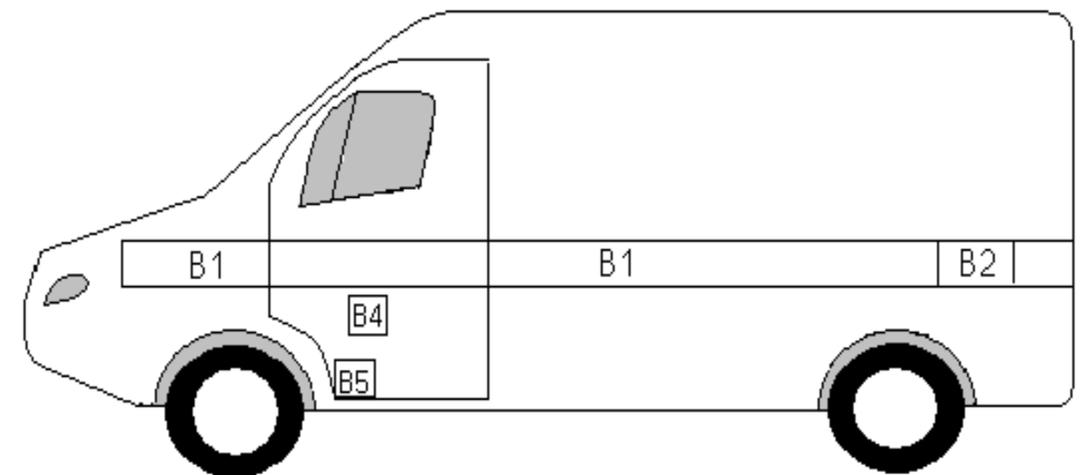
The Vendor shall furnish and install the following on each vehicle:

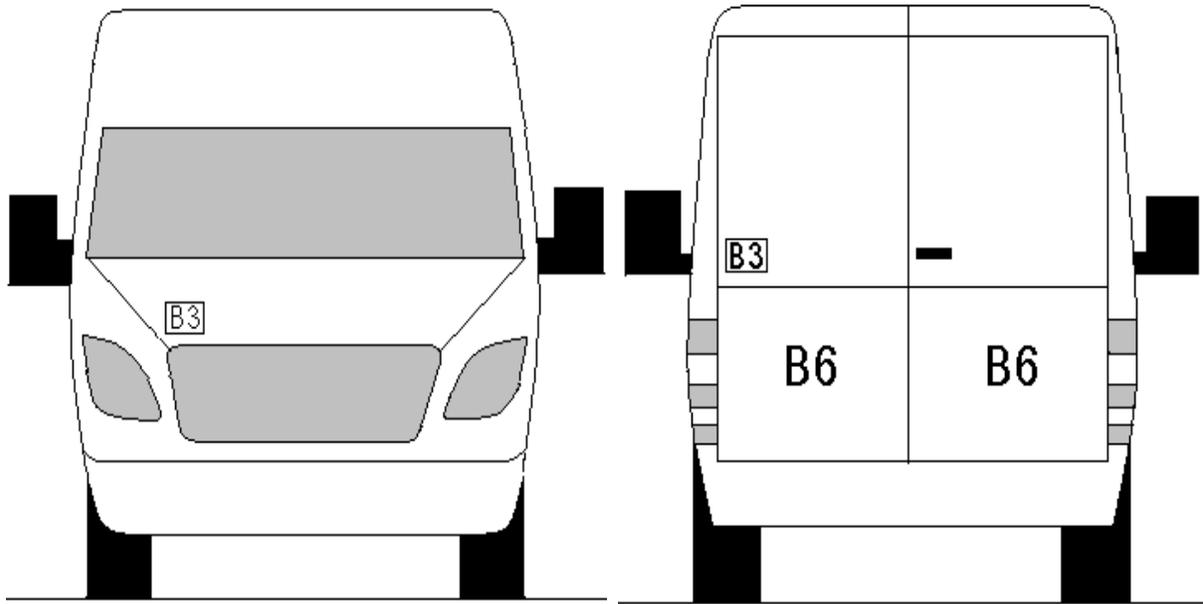
- A label near the fuel filler point(s) and all other fluid service points indicating type of fuel or service fluid appropriate for that filling location.

- Conspicuity material treatment (red, white, or silver tape) as required by FMVSS 108, or, as would be required to meet FMVSS-108 standards if this were an on-highway vehicle, and to adequately outline the vehicle.
- Additional conspicuity material treatment (red, white, or silver tape) as required by the Engineer to assist in recognizing the size or shape of the vehicle.
- Red Plastic engraved placard with one and one half (1½”) inch high lettering stating vehicles overall height affixed as directed by the Engineer
- All vehicles equipped for towing a trailer (tow receiver, ball or pintle hook or other towing connection point installed on the unit), shall have a permanent weatherproof label or engraved placard located as near as practical to the towing connection point stating the maximum towing capacity and maximum permissible tongue weight.

The Vendor shall supply and install any other vehicle striping, markings, and labels required to comply with all applicable Federal, State, and Local standards, including latest FAA Advisory Circular requirements or recommended practices. and regulations, or other necessary markings as requested by the Engineer.

Numbers, Decals, Logos - Port Authority Airport Operations Vehicle





PORT AUTHORITY NON-AIRFIELD VEHICLE

If requested, the Vendor shall supply a line drawing(s) with front, rear, left and right sides and top views for the Engineer to indicate the location of decals logos and striping material for approval by the Engineer. Questions regarding exact placement of decals and striping should be directed to the Engineer for approval prior to installation.

Color shall be white, DuPont Imron No. 7372U or Ditzler Polyurethane No. DU8631 or, if approved, the manufacturer's standard color. A color chip shall be provided to the Engineer prior to painting. However, when bodies or other major components are stainless, aluminum, RFP or other materials that are not normally painted, they shall be left in their natural state. In addition, when requested, the upper surface of the hood and other areas that result in reflections in the driver's field of view are to be painted flat black, or other flat color approved by the Engineer.

The Vendor shall install Port Authority furnished vehicle fleet numbers, logos and striping for each vehicle:

- Two (2) sets of the three and one half (3 ½") inch high five (5) digit Blue Port Authority fleet numbers (e.g. 36042). One (1) set located at the rear on each side of the vehicle as high and as near to the rear as practical. (C1)
- Three (3) sets of the one and one half (1 ½") inch high five (5) digit Blue Port Authority fleet numbers (e.g. 36042). Located at the front and rear of the vehicle, and one located on the dashboard so the operator can see the vehicle number. (C2)
- Port Authority logo centered on the vertical centerline of the vehicle on each front door (C3)
- Facility logo on front lower edge of each front door below the PA logo. (C4)
- Red/Silver Barricade Striping material to cover entire rear bumper and portions of the vehicle rear as designated by the Engineer. (C5)
- Port Authority decal and No smoking sign installed on dashboard.
- "Do Not Top Off" decal installed as close as practical to fuel filler.

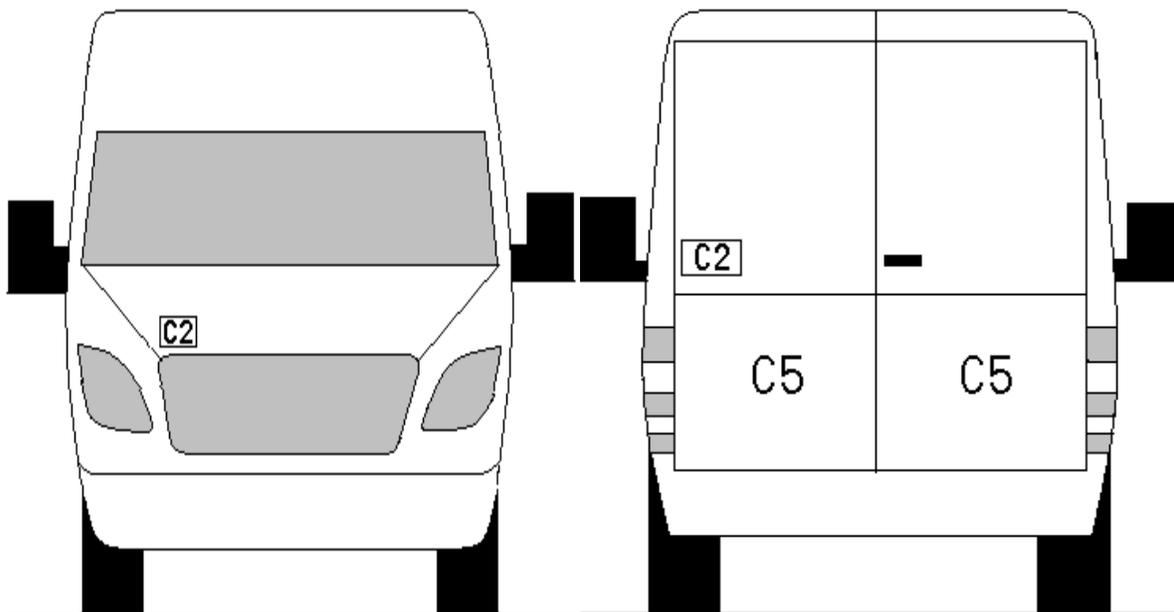
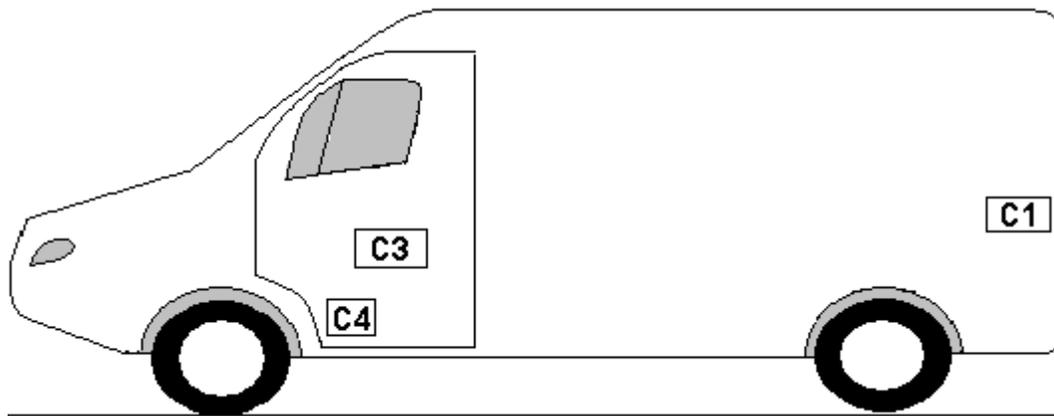
The Vendor shall furnish and install the following on each vehicle:

- A label near the fuel filler point(s) and all other fluid service points indicating type of fuel or service fluid appropriate for that filling location.
- Conspicuity material treatment (red, white, or silver tape) as required by FMVSS 108, or, as would be required to meet FMVSS-108 standards if this were an on-highway vehicle, and to adequately outline the vehicle.
- Additional conspicuity material treatment (red, white, or silver tape) as required by the Engineer to assist in recognizing the size or shape of the vehicle.
- Red Plastic engraved placard with one and one half (1½") inch high lettering stating vehicles overall height affixed as directed by the Engineer

- All vehicles equipped for towing a trailer (tow receiver, ball or pintle hook or other towing connection point installed on the unit), shall have a permanent weatherproof label or engraved placard located as near as practical to the towing connection point stating the maximum towing capacity and maximum permissible tongue weight.

The Vendor shall supply and install any other vehicle striping, markings, and labels required to comply with all applicable Federal, State, and Local standards or recommended practices and regulations, or other necessary markings as requested

NUMBERS, DECALS, LOGOS - PORT AUTHORITY NON-AIRFIELD VEHICLE



APPENDIX B
AUTOMOTIVE PROCUREMENT
STANDARD CONTRACT TERMS AND CONDITIONS

PART I- GENERAL PROVISIONS

1. INTENT

These specifications cover the furnishing of the latest production model Ford F-650 Attenuator Trucks and all equipment and components as described in these specifications.

2. DEFINITIONS

Authority or Port Authority:

For the purposes of this agreement, the terms “Authority” or “Port Authority” mean The Port Authority of New York and New Jersey and/or the Port Authority Trans-Hudson Corporation (PATH), as applicable.

Agreement/Contract:

For the purposes of this agreement, the terms “Agreement” and “Contract” can be used interchangeably to mean the agreement entered into by the signatories of this document, and shall consist of the Specifications, this Appendix D, and any other appendices, attachments, exhibits or addenda, as outlined in the section entitled “Entire Agreement”.

Vendor/Contractor:

For the purposes of this agreement, the terms “Vendor” and “Contractor” can be used interchangeably to mean the entity entering into this Contract with the Port Authority of New York and New Jersey.

Chief Procurement Officer:

For the purposes of this agreement, Chief Procurement Officer means the Chief Procurement Officer of the Port Authority, or successor in duties, or her authorized representative.

Engineer:

As used in this agreement, the term "Engineer" means the Manager of the Central Automotive Division of the Port Authority, or his duly authorized representatives acting within the scope of the particular authority vested in them.

3. VENDOR REQUIREMENTS

The VENDOR must have or be closely associated with an adequate, as determined by the Engineer, service facility staffed by trained and experienced service personnel and a stock of repair parts suitable for a timely response to the Authority's vehicle service requirements. All warranty work that requires more than one half a day (four (4) hours) must be performed at the VENDOR's designated repair site. All costs of moving the vehicle to and from this repair site are to be at the Vendor's expense, and included in the warranty. Warranty work that requires less than one half day's work may be performed at the local automotive shop with permission from the shop supervisor, and prior notification and mutually agreeable scheduling. In such

instances, Vendor staff must work cooperatively with Port Authority shop personnel in accordance with agency labor agreements.

4. ENGINEER'S AUTHORITY

In the performance of the Work hereunder, the Vendor shall conform to all orders, directions and requirements of the Engineer and shall perform the Work hereunder to the satisfaction of the Engineer at such times and places, by such methods and in such manner and sequence as he/she may require, and the Contract shall at all stages be subject to his/her inspection. The Engineer shall determine the amount, quality, acceptability and fitness of all parts of the Work and shall interpret the Specifications and any orders for Extra Work. The Vendor shall employ no equipment, materials, methods or staff or personnel to which the Engineer objects. Upon request, the Engineer shall confirm in writing any oral order, direction, requirement or determination.

The Engineer shall have the authority to decide all questions in connection with the Services to be performed hereunder. The exercise by the Engineer of the powers and authorities vested in him/her by this section shall be binding and final upon the Port Authority and the Vendor.

5. GENERAL REQUIREMENTS

The unit and associated equipment shall be furnished complete and ready for use, all as more fully required by the terms of the Specifications and in strict accordance therewith.

The unit and all equipment shall be the manufacturer's latest current published stock model(s), which meet the requirements of these specifications. The Vendor shall not substitute an equivalent make or model vehicle without prior express written approval by the Engineer. The Vendor shall submit with its bid all the brochures, drawings, and technical information necessary for a complete product evaluation.

6. TAX EXEMPTIONS AND INDEMNITY - CUSTOMS DUTIES

Sales to the Port Authority, as a governmental instrumentality of the states of New York and New Jersey, are exempt from taxation, either state or municipal, in those two states, and also from federal taxation, including excise taxes. Certificate of Registry for tax-free transactions under Chapter 32 of the Internal Revenue Code is No. 13-730079k. The Vendor therefore certifies that there are no such taxes included in the prices quoted herein. The Vendor should retain a copy of this agreement to substantiate the exempt sale. If, however, any sales tax, use tax, or excise tax imposed by congress, by a state or any political sub-division thereof is now or hereafter applicable to the sale of the units to the Port Authority, such taxes will be reimbursed by the Port Authority, subject to the provisions of the tax indemnity below. In addition, the Vendor shall bear all customs duties or imposts and all export duties or imposts, if any, resulting from or in connection with the performance of this agreement.

7. TAX INDEMNITY

If any claim is made against the Vendor by a governmental Authority for the taxes as stated above, then the Port Authority will reimburse the Vendor in an amount equal to the amount of such tax required to be paid in accordance with the requirements of law, provided that:

The Vendor has complied with such rules and regulations as may have been promulgated relative to the claiming of any exemption from such taxes and has filed all the forms and certificates required by the applicable laws, rules, and regulations in connection therewith; and

The Port Authority is afforded the opportunity, before any payment of tax is made, to contest said claim in the manner and to the extent that the Port Authority may choose and to settle or satisfy said claim, and such attorney as the Port Authority may designate is authorized to act for the purpose of contesting, settling, and satisfying said claim; and

The Vendor gives immediate notice to the Port Authority of any such claim, cooperates with the Port Authority and its designated attorney in contesting said claim and furnishes promptly to the Port Authority and said attorney all information and documents necessary or convenient for contesting said claim.

If the Port Authority elects to contest any such claim, it will bear the expense of such contest.

8. INSURANCE PROCURED BY THE VENDOR

The Vendor shall take out, maintain, and pay the premiums on Commercial General Liability Insurance, including but not limited to premises-operations, products-completed operations, and independent Vendors coverage, with contractual liability language covering the obligations assumed by the Vendor under this Contract and, if vehicles are to be used to carry out the performance of this Contract, then the Vendor shall also take out, maintain, and pay the premiums on Automobile Liability Insurance covering owned, non-owned, and hired autos in the following minimum limits:

Commercial General Liability Insurance - \$ 1 million combined single limit per occurrence for bodily injury and property damage liability.

Automobile Liability Insurance - \$ 1 million combined single limit per accident for bodily injury and property damage liability.

Garagekeepers' Legal Liability - \$100,000 per location in the Comprehensive Form
(IF APPLICABLE)

In addition, the liability policy (ies) shall name The Port Authority of NY and NJ/ The City of New York & Trend Urban Renewal, Ltd. as additional insured including but not limited to premise-operations, products-completed operations on the Commercial General Liability Policy. Moreover, the Commercial General Liability Policy shall not contain any provisions for exclusions from liability other than provisions for exclusion from liability forming part of the most up to date ISO form or its equivalent unendorsed Commercial General Liability Policy. The liability policy (ies) and certificate of insurance shall contain cross-liability language providing severability of interests so that coverage will respond as if separate policies were in force for each insured. These insurance requirements shall be in effect for the duration of the contract to include any warrantee/guarantee period.

The certificate of insurance and liability policy (ies) must contain the following endorsement for the above liability coverages:

“The insurer(s) shall not, without obtaining the express advance written permission from the General Counsel of the Port Authority, raise any defense involving in any way the jurisdiction of the Tribunal over the person of the Port Authority, the immunity of the Port Authority, its Commissioners, officers, agents or employees, the governmental nature of the Port Authority, or the provisions of any statutes respecting suits against the Port Authority.”

The Vendor shall also take out, maintain, and pay premiums on Workers’ Compensation Insurance in accordance with the requirements of law in the state(s) where work will take place, and Employer’s Liability Insurance with limits of not less than \$1 million each accident.

Each policy above shall contain a provision that the policy may not be canceled, terminated, or modified without thirty (30) days’ prior written notice to the Port Authority of NY and NJ, Att: Facility Contract Administrator, at the location where the work will take place and to the General Manager, Risk Financing.

The Port Authority may at any time during the term of this agreement change or modify the limits and coverages of insurance. Should the modification or change results in an additional premium, The General Manager, Risk Management for the Port Authority may consider such cost as an out-of-pocket expense.

Within five (5) days after the award of this agreement or contract and prior to the start of work, the Vendor must submit an original certificate of insurance, to the Port Authority of NY and NJ, Facility Contract Administrator, at the location where the work will take place. This certificate of insurance MUST show evidence of the above insurance policy (ies), stating the agreement/contract number prior to the start of work. The General Manager, Risk Financing must approve the certificate(s) of insurance before any work can begin. Upon request by the Port Authority, the Vendor shall furnish to the General Manager, Risk Management, a certified copy of each policy, including the premiums.

If at any time the above liability insurance should be canceled, terminated, or modified so that the insurance is not in effect as above required, then, if the Manager shall so direct, the Vendor shall suspend performance of the contract at the premises. If the contract is not suspended, no extension of time shall be due on account thereof. If the contract is not suspended (whether or not because of omission of the Manager to order suspension), then the Authority may, at its option, obtain insurance affording coverage equal to the above required, the cost of such insurance to be payable by the Vendor to the Port Authority.

Renewal certificates of insurance or policies shall be delivered to the Facility Vendor Administrator, Port Authority at least fifteen (15) days prior to the expiration date of each expiring policy. The General Manager, Risk Management must approve the renewal certificate(s) of insurance before work can resume on the facility. If at any time any of the certificates or policies shall become unsatisfactory to the Port Authority, the Vendor shall promptly obtain a new and satisfactory certificate and policy.

The requirements for insurance procured by the Vendor shall not in any way be construed as a limitation on the nature or extent of the contractual obligations assumed by the Vendor under this contract. The insurance requirements are not a representation by the Authority as to the adequacy of the insurance to protect the Vendor against the obligations imposed on them by law or by this or any other Contract. CITS # 4978N

9. OBLIGATION TO ORDER VEHICLE(S)

Upon award of contract, the Vendor shall take all actions necessary to facilitate on-time delivery. The Vendor must submit written proof to the Engineer within fourteen (14) days after award of contract that the vehicle(s) have been ordered. This proof shall consist of valid purchase order(s) or factory order and acceptance with production slot information from the factory. Failure of the Vendor to place a valid and binding order within the fourteen (14) days, or to ensure that its dealer places a valid and binding order within fourteen (14) days, shall be cause for the Authority to cancel the contract without any further obligation to the Vendor.

10. PRE-MANUFACTURING MEETING

At the Engineer's request, there shall be a pre-manufacturing meeting prior to ordering/building the vehicles. It shall take place at a Port Authority location and shall involve Vendor personnel that are directly involved with vehicle ordering/manufacturing. At this meeting, the Vendor shall give the Port Authority the appropriate phone numbers, email and contact person(s) at to enhance the communication during the construction process. At the meeting, they will discuss the placement of decals, radios, lights and various other systems that will be installed, as needed by the vehicle manufacturer and/or the Port Authority.

11. TITLE TO UNITS

Upon delivery and payment for each vehicle, all portions of the vehicle and all components installed on the vehicle, which had not previously become Port Authority property under the provisions the section entitled "Final Payment" shall become the property of the Port Authority. The Vendor shall furnish to the Port Authority all such bills of sale and certificates of title or origin and other instruments as may be required, assuring the Authority of title to all materials free of liens and other encumbrances.

12. PAYMENTS

After delivery, receipt of an invoice and all other required documents, and acceptance by the Engineer of a unit, the Port Authority will advance to the Vendor, within thirty (30) days, a payment of an amount equal to the unit price as set forth in the Pricing Sheet.

Cost for approved "Extra Work" shall be invoiced separately, accompanied by the written approved "Extra Work" authorized by the Engineer and subject to any monetary deductions, as determined solely by the Port Authority Engineer.

The invoice and documents required to be submitted for each vehicle are as follows:

The invoice for the delivered vehicle, which shall indicate a full description of the vehicle, the cab-chassis' make and model, the vehicle identification number, and the Port Authority number.

A certificate of origin fully completed transferring title and ownership to the Port Authority of NY & NJ.

Two (2) vehicle tests and certificates booklets shall be provided by the Vendor.

The above invoice and certificate of origin shall serve to pass title of each complete vehicle to the Port Authority, free of liens, third party claims, or any other security interests.

13. FINAL PAYMENT

The acceptance by the Vendor, or by anyone claiming by or through the Vendor, of the final payment hereunder shall be, and shall operate as, a release to the Port Authority of all claims and of all liability to the Vendor for all things done or furnished in connection with the contract and for every act and neglect, of the Authority or others relating to or arising out of the contract including claims arising out of breach of contract and claims based on claims of third persons.

The Vendor's agreement as provided in the immediately preceding paragraph above shall be deemed to be part of the consideration forming part of this contract as a whole and not to be gratuitous; but in any event even if deemed gratuitous and without consideration, such agreement as provided in the immediate preceding paragraph above shall nevertheless be enforceable. Such release shall include all claims, whether or not in litigation and even though still under consideration by the Authority. Such release shall be effective notwithstanding any purported reservation of rights by the Vendor to preserve such claim. The acceptance of any check designated as "final payment" or bearing any similar designation shall be conclusively presumed to demonstrate the intent of the Vendor that such payment was intended to be accepted as final, with the consequences provided in this numbered clause.

The Vendor agrees that he shall not be entitled to, and hereby waives any right he might otherwise have to, and shall not seek any judgment whether under this contract or otherwise for any such final payment or for an amount equivalent thereto or based thereon, or for any part thereof, if such judgment would have the effect of varying, setting aside, disregarding or making inapplicable the terms of this numbered clause or have the effect in any way of entitling the Vendor to accept such final payment or an amount equivalent thereto or based thereon or any part thereof other than the same fashion as a voluntary acceptance of a final payment subject to all the terms of this contract including this numbered clause, unless and until the Vendor should obtain a judgment on any claim arising out of or in connection with this contract (including a claim based on breach of contract) for an amount not included in said final payment. In any case in which interest is allowable on the amount of the final payment, such interest shall be at the rate of six percent (6%) per annum for the period, if any, in which such interest is due.

14. EXTRA WORK

The Vendor is required to provide separate materials, supplies, equipment and personnel for Extra Work when such is deemed necessary by the Engineer. "Extra Work" as used herein shall be defined as work that differs from that expressly or impliedly required in the Specifications in their present form.

The Vendor is to supply the amount of materials, supplies, equipment and personnel required by the Engineer within twenty four (24) hours following receipt of written or verbal notice from the Engineer or, in the case of an emergency as determined by the Engineer, within four (4) hours following his receipt of the Engineer's written or oral notification.

Compensation for such Extra Work shall be determined by mutual agreement between the Engineer and the Vendor. However, should the parties fail to reach such an agreement, the Vendor's compensation shall be increased by the following amounts and such amounts only:

In the case of Extra Work performed by the Vendor itself, an amount equal to the actual net cost in money of (a) labor required for such Extra Work, plus ten percent (10%) of such net cost, (b) materials required for such Extra Work plus five percent (5%) of such net cost, and (c) such rental for equipment (other than small tools) required for such Extra Work as the Engineer deems reasonable.

In the case of Extra Work performed by a subcontractor, an amount equal to the sum of (a), (b) and (c) above, plus an additional five percent (5%) provided that any such Subcontract has been approved, in advance, by the Engineer.

As used in this numbered clause:

"Labor" means laborers and supervisors directly employed at the Site of the Work subject to the Engineer's authority to determine what employees of any category are required for "Extra Work" and as to the portion of their time allotted to Extra Work; and "cost of labor" means the wages actually paid to and received by such employees plus a proper proportion of (a) vacation allowances and union dues and assessments which the employer actually pays pursuant to contractual obligation upon the basis of such wages, and (b) taxes actually paid by the employer pursuant to law upon the basis of such wages. "Employees" as used above means only the employees of one employer.

"Materials" means temporary and consumable materials as well as permanent materials; and "cost of materials" means the price (including taxes actually paid by the Vendor pursuant to law upon the basis of such materials) for which such materials are sold for cash by the manufacturers or producers thereof, or by regular dealers therein, whether or not such materials are purchased directly from the manufacturer, producer or dealer (or if the Vendor is the manufacturer or producer thereof, the reasonable cost to the Vendor of the manufacture and production), plus the reasonable cost of delivering such materials to the Site of the Work in the event that the price paid to the manufacturer, producer or dealer does not include delivery and in case of temporary materials, less their salvage value, if any. The cost of all Extra Work performed by the Vendor shall not exceed six percent (6%) of the Estimated Total Contract Price of this Contract unless otherwise expressly authorized in writing by the Engineer. These funds shall be used only when necessary and are not routinely spent as part of the Contract.

The Vendor shall submit all reports, records and receipts as are requested by the Engineer so as to enable him to ascertain the time expended in the performance of Extra Work, the quantity of labor and materials used therein and the cost of said labor and materials to the Vendor.

The provisions of this Contract relating generally to Work and its performance shall apply without exception to any Extra Work required and to the performance thereof. Moreover, the provisions of the Specifications relating generally to the Work and its performance shall also apply to any Extra Work required and to the performance thereof, except to the extent that a written order in connection with any particular item of Extra Work may expressly provide otherwise.

15. TIMES FOR PERFORMANCE

The Vendor shall complete the performance of the delivery and acceptance of all of the units, as described in the clause hereof entitled "Delivery." The Vendor's obligation for the performance within the times provided for in this agreement is of the essence of this agreement. The Vendor guarantees that he can and will complete such performance within the times hereinbefore stipulated or within the times as extended in accordance with the terms of this agreement.

Inasmuch as the damage and loss to the Authority, resulting from delay in completing the Vendor's performance within the times herein stipulated, will include items of loss whose amounts will be incapable or very difficult to accurately estimate, the damages to the Authority for each calendar day, by which the Vendor does not complete its performance within the times above stipulated, or within such times as extended in accordance with the terms of this agreement, shall be liquidated in the sum of five hundred dollars (\$500.00) per calendar day per vehicle for each day (including Saturdays, Sundays, and holidays) that the Vendor fails to meet the final date established for delivery of such vehicle.

16. INTELLECTUAL PROPERTY

The right to use all patented materials, appliances, processes of manufacture or types of construction, trade and service marks and copyrights, collectively hereinafter referred to as the "intellectual property rights" in the performance of the work shall be obtained by the Vendor without separate or additional compensation. The Vendor shall indemnify the Port Authority against and save it harmless from all loss and expense incurred as a result of any claims in the nature of intellectual property rights infringement arising out of the Port Authority's use, in accordance with the immediately preceding statement, of any protected intellectual property rights. The Vendor, if requested, shall conduct all negotiations with respect to and defend such claims. If the Port Authority be enjoined either temporarily or permanently from the use of any subject matter as to which the Vendor is to indemnify the Port Authority against infringement, then the Port Authority may, without limiting any other rights it may have, require the Vendor to supply temporary or permanent replacement facilities approved by the Engineer, and if the Vendor fails to do so the Vendor shall, at its expense, remove all such enjoined facilities and refund the cost thereof to the Port Authority or take such steps as may be necessary to insure compliance by the Port Authority with said injunction, to the satisfaction of the Port Authority.

17. VENDOR'S WARRANTIES

The Vendor represents and warrants:

- A. That it is financially solvent, that it is experienced in and competent to perform the requirements of this contract, that the facts stated or shown in any papers submitted or

referred to in connection with its proposal are true, and, if the Vendor be a corporation, that it is authorized to perform this contract;

- B.** That it has carefully examined and analyzed the provisions and requirements of this contract, and that from its own investigations it has satisfied itself as to the nature of all things needed for the performance of this contract, the general and local conditions and all other matters which in any way affect this contract or its performance, and that the time available to it for such examination, analysis, inspection and investigation was adequate;
- C.** That the contract is feasible of performance in accordance with all its provisions and requirements and that it can and will perform it in strict accordance with such provisions and requirements;
- D.** That no commissioner, officer, agent, or employee of the Authority is personally interested directly or indirectly in this contract or the compensation to be paid thereunder;
- E.** That, except only for those representations, statements or promises expressly contained in this contract, no representation, statement or promise, oral or in writing, of any kind whatsoever by the Authority, its commissioners, officers, agents, employees, or consultants has induced the Vendor to enter into this contract or has been relied upon by the Vendor, including any with reference to: (1) the meaning, correctness, suitability, or completeness of any provisions or requirements of this contract; (2) the nature, quantity, quality, or size of the materials, equipment, labor, and other facilities needed for the performance of this contract; (3) the general or local conditions which may in any way affect this contract or its performance; (4) the price of the contract; or (5) any other matters, whether similar to or different from those referred to in (1) through (4) immediately above, affecting or having any connection with this contract, the bidding thereon, any discussions thereof, the performance thereof or those employed therein or connected or concerned therewith.

18. RIGHTS OF THE PORT AUTHORITY

The Port Authority shall have the right to terminate this agreement and the rights of the Vendor hereunder without cause at any time upon five (5) days written notice to the Vendor and in such event the Contract shall cease and expire on the date set forth in the notice of termination. Such termination shall be without prejudice to the rights and obligations of the parties arising out of portions already performed but no allowance shall be made for anticipated profits.

If the Vendor is guilty of any breach hereof, the Port Authority shall be entitled:

- A.** To withhold out of monies otherwise due such sums as the Engineer deems necessary to protect it from loss or delay and to apply such sums from the Vendor's account as the Engineer deems best to secure such protection.
- B.** To have any work completed for the Vendor's account either itself or through others.
- C.** To cancel this agreement as to all or any part of the uncompleted portion thereof.
- D.** To obtain specific performance, an injunction or any other appropriate equitable remedy.
- E.** To money damages
- F.** To exercise any other appropriate right or remedy at law or in equity.

For the purpose of this agreement, breach shall include, but shall not be limited to, the following, whether or not the time has yet arrived for performance of an obligation under this agreement: a statement by the Vendor to the Authority indicating that it cannot or will not perform any one or more of its obligations under this agreement; any act or omission of the Vendor or any other

occurrence which makes it improbable at the time that it will be able to perform any one or more of its obligations under this agreement; any suspension of or failure to proceed with any part of the work by the Vendor which makes it improbable at the time that it will be able to perform any one or more of its obligations under this agreement; any false certification at any time by the Vendor as to any material item certified pursuant to the clauses of Part II hereof (Vendor's Integrity Provisions), or the willful or fraudulent submission of any signed statement pursuant to such clauses which is false in any material respect; or the Vendor's incomplete or inaccurate representation of its status with respect to the circumstances provided for in such clauses.

The enumeration in this numbered clause or elsewhere in this agreement of specific rights and remedies of the Authority shall not be deemed to limit any other rights or remedies which the Authority would have in the absence of such enumeration or act as a waiver of any other of its rights or remedies not inconsistent therewith or to stop it from exercising such other rights or remedies.

19. RIGHTS OF THE VENDOR

Inasmuch as the Vendor can be adequately compensated by money damages for any breach of this contract which may be committed by the Authority, the Vendor expressly agrees that no fault, act or omission of the Authority shall constitute a material breach of this contract, entitling him to cancel or rescind it or to suspend or abandon performance.

20. VENDOR NOT AN AGENT

This Agreement does not constitute the Vendor the agent or representative of the Port Authority for any purpose whatsoever except as may be specifically provided in this Agreement. It is hereby specifically acknowledged and understood that the Vendor, in performing its services hereunder, is and shall be at all times an independent Vendor and the officers, agents and employees of the Vendor shall not be or be deemed to be agents, servants or employees of the Port Authority.

21. ASSIGNMENTS

The Vendor shall not delegate, assign, or otherwise transfer this contract or any rights or obligations hereunder or any monies due or to become due hereunder without the express written consent of the Port Authority. The Vendor may, however, subcontract portions of the work to be performed provided that the Engineer expressly so permits in writing. No Subcontractor shall have any rights against the Port Authority and all Subcontractors shall be deemed the Vendor's agents.

No delegation of performance by the Vendor shall relieve the Vendor either of the duty to perform or of any liability for breach.

22. NO ESTOPPEL OR WAIVER

The Authority shall not be precluded or estopped by any acceptance, certificate or payment, final or otherwise, issued or made under this contract or otherwise issued or made by it, the Engineer, or any officer, agent or employee of the Authority, from showing at any time the true amount and character of work performed, or from showing that any such acceptance, certificate or

payment is incorrect or was improperly issued or made; and the Authority shall not be precluded or estopped, notwithstanding any such acceptance, certificate or payment, from recovering from the Vendor any damages which it may sustain by reason of any failure on his part to comply strictly with this contract, and any moneys which may be paid to him or for his account in excess of those to which he is lawfully entitled.

Neither the acceptance of the work or any part thereof, nor any payment therefore, nor any order or certificate issued under this contract or otherwise issued by the Authority, the Engineer, or any officer, agent or employee of the Authority, nor any permission or direction to continue with the performance of work, nor any performance by the Authority of any of the Vendor's duties or obligations, nor any aid lent to the Vendor by the Authority in his performance of such duties or obligations, nor any other thing done or omitted to be done by the Authority, its commissioners, officers, agents or employees shall be deemed to be a waiver of any provisions of this contract or of any rights or remedies to which the Authority may be entitled because of any breach thereof, excepting only a resolution of its commissioners, providing expressly for such waiver. No cancellation, rescission or annulment hereof, in whole or as to any part of the work, because of any breach hereof, shall be deemed a waiver of any money damages to which the Authority may be entitled because of such breach. Moreover, no waiver by the Authority of any breach of this contract shall be deemed to be a waiver of any other or any subsequent breach.

23. COMPLIANCE WITH RULES AND REGULATIONS

The units shall comply with all the latest regulations and provisions of federal, State of New York, and State of New Jersey, ordinances, codes, rules, regulations, orders, permits, and licenses and with fire underwriter's requirements, which would be applicable if the Port Authority were a private corporation and as if these units were for over-the-road use, except that, where the requirements set forth in the specifications are more stringent, those specifications shall control.

In addition, the completed units shall comply with the latest published codes and regulations of the following:

- All applicable requirements set forth in 49CFR
- DOT (Department of Transportation), requirements
- FMVSS (Federal Motor Vehicle Safety Standards)
- Regulations of the States of New York and New Jersey
- ASME (American Society of Mechanical Engineers)
- SAE (Society of Automotive Engineers)
- National Electrical Code
- NFPA (National Fire Protection Association)
- National Fluid Power Association

Port Authority regulations entitled: "The Port Authority Airport Rules And Regulations." A copy of "The Port Authority Airport Rules And Regulations" may be obtained by calling Aviation Technical Services at (212) 435-3696 or a copy may be obtained from the websites:

www.panynj.gov/airports/pdf/Rules_Regs_Revision_8_04_09.pdf

- All other rules and regulations as required or used in standard industry practices that govern the design for the efficient and proper function of the vehicle

24. ERRORS AND OMISSIONS

If the Vendor discovers any errors or omissions in the specifications, in the drawings or in the work undertaken and executed by him, he shall immediately notify the Engineer and the Engineer shall promptly verify the same. If, with the knowledge of such error or omission and prior to the correction thereof, the Vendor proceeds with any work affected thereby, he shall do so at his own risk, and the work so done shall not be considered as work done under and in performance of this agreement unless and until approved and accepted.

25. MATERIALS AND WORKMANSHIP

All equipment furnished and the parts thereof shall be the manufacturer's latest listed and published stock models, except where modification is specifically permitted or required. The equipment and parts shall meet all the applicable requirements of the Specifications.

Wherever a particular brand or make or model of material or equipment is shown or specified on the contract drawings or in the specifications (and whether or not the words "or approved equal", "similar", "equal to", or words of similar import are used), (except where specifically stated otherwise) any other brand or make and model may be substituted if, in the sole opinion of the Engineer, the equipment being substituted is equal to that shown or specified. The material or equipment may be substituted only after being submitted in writing to and expressly approved by the Engineer. Notwithstanding such approval, however, the Vendor assumes the risk that the substitute brand or make or model is not equal to that shown or specified. If at any time the substitute shall not appear to be so equal, the Vendor shall replace the substitute and reimburse the Authority for any loss occurring on account of the substitute failing to be so equal. Any such submission shall not imply or impose on the Engineer any obligation whatsoever to discuss, disclose, or justify the reasons for his opinion, approval, acceptance, or rejection. Furthermore, the acceptance of any other brand or make or model shall not in any way entitle the Vendor to additional compensation therefore, but the Authority may make such reduction in the Vendor's compensation as may be equitably warranted because of such acceptance in lieu of the standard.

The Vendor shall not substitute an equivalent make or model vehicle without prior express written approval of the Engineer.

After acceptance of the Vendor's proposal, no substitutions will be permitted, except that a substitute brand or make or model named in the Specifications may be submitted in writing to the Engineer for his approval.

All materials used shall be new unless otherwise specified. All design, workmanship, and materials shall at all times and places be subject to the inspection of the Engineer. Should they fail to meet his approval, they shall be forthwith made good, replaced, or corrected (as the case may be) by the Vendor at its own expense.

26. APPROVAL BY ENGINEER

The approval by the Engineer of any workmanship, materials, drawings, designs, or details of construction of the unit shall be construed merely to mean that, at that time, the Engineer knows of no good reason for objecting thereto, and no such approval shall release the Vendor from his full responsibility for the satisfactory construction and operation of the unit.

The decision of the Engineer shall be final and binding on the parties as to the quality, acceptability, and fitness of all parts of the unit, as to conformity of the unit with, and as to the interpretation of, the specifications, drawings, and technical requirements of this agreement and as to all questions in connection with the work hereunder.

Whenever the words "approved," "required," "satisfactory," "necessary," "equal," or words of similar import are used in this agreement, they shall mean approved or required by the Engineer and satisfactory, necessary, or equal in the opinion of the Engineer.

27. VEHICLE WARRANTIES

The Vendor warrants and guarantees each vehicle against any defects in design, workmanship, and materials and against failure to operate satisfactorily for a minimum period of one (1) year from the date on which the vehicle is placed in-service, other than defects or failures shown by the Vendor to have arisen solely from accident or abuse occurring after acceptance by the Engineer, and agrees to replace any part or parts, which in the opinion of the Engineer shall fail for the above reasons. In addition, if at any time after the above warranty periods any defects arise or are found in the design of the vehicles, the Vendor shall inspect the causes in detail at the Port Authority facility, report its findings to the Engineer, and correct the defects as required and in agreement with the Engineer. All repairs shall be performed within twenty-four (24) hours of reporting a warranty repair item, and if a longer time is needed because of parts, redesign, or testing, additional time may be granted if the Vendor demonstrates that it is taking every possible step to resolve all issues and submits a letter indicating an estimated completion date. The Vendor shall be responsible for all costs (including parts, labor, vehicle transportation charges, etc.) Required to perform any warranty work or to correct any defects. If any warranty work or work required to correct any defects requires transporting the vehicle back to the Vendor's plant or to any other shop, the Vendor shall be responsible for all costs and making the proper arrangements in a timely manner. In addition, after delivery of each vehicle, if the vehicle is to be transported out of the any Port Authority facility, the Vendor shall be fully as responsible for each complete vehicle in his possession as he was prior to its receipt by the Authority and shall provide all vehicle liability insurance as required by the Port Authority, covering the vehicle(s) until re-delivery to and acceptance.

Notwithstanding the specific requirements of this agreement, any inspection or acceptance of the vehicle, the foregoing warranty, or the existence of any patent or trade name, the Vendor nevertheless warrants and represents that the vehicle shall be of the best quality and shall be fully fit for the purposes for which it is to be used. The foregoing warranty shall not, however, be a limitation on any rights, which the Port Authority would have, either expressed or implied, in connection with this agreement in the absence of such guaranty, the said guaranty being given only for the greater assurance of the Port Authority.

In the event of a failure which places the vehicle in an "out of service" status, as determined by the Engineer, the Vendor agrees to perform an inspection within twenty-four (24) hours after the Engineer notifies the Vendor of such failure. Upon determination by the Engineer that the failure is to be repaired by the Vendor under this warranty, the Vendor agrees to either replace the failed component or repair it, the repair of same to commence within twenty-four (24) hours after the determination of the Engineer. In the event that the component is to be replaced, the Vendor agrees to have the replacement item shipped within twenty-four (24) hours after the Engineer's determination.

28. AVAILABILITY OF SPARE PARTS

The Vendor warrants that it shall maintain, or have maintained, a stock of spare parts at inventory levels for the period described in the immediately following paragraph.

The Vendor shall itself, or through a dealer, supply (at prices not in excess of those charged any other owners of vehicles), spare parts required to support the units to be supplied hereunder for ten (10) years from the date of delivery of the last vehicle. These parts shall be available within seventy-two (72) hours of placement of an order. In order to meet this requirement, the Vendor may maintain a spare parts outlet or contract with a customs broker to expedite the customs clearance of foreign parts. It shall, however, remain the responsibility of the Vendor to meet the seventy-two (72) hour delivery requirement.

29. PARTS INTERCHANGEABILITY:

All components of each unit in this order shall be identical; i.e., alternators, filters, distributors, hydraulic pumps, hydraulic valves, etc.

30. PRINCIPLES OF DESIGN

These vehicles must be designed for maximum safety, reliability, and ease of operation. Every effort is to be taken by the manufacturer to assure that the principles of human Engineering and ergonomics are designed into the functional controls of the vehicle. Systems on the unit shall incorporate the use of fail-safe design to assure maximum safety while in operation. Adequate redundancy must be built into any system as deemed necessary. Specific applications of these principles will be evidenced in design criteria including:

- A.** The vehicle weight distribution shall be properly distributed with a laden or unladen vehicle to provide the proper loading on all axles, and provide the vehicle with the proper traction, steering, other drivability factors.
- B.** All bolts, washers, and nuts used to assemble all structural components and any high fatigue parts shall be Grade 8 with elastic self-locking type nuts. All bolts, washer, and nuts used shall be manufactured in the United States of America.
- C.** All electronic system wiring shall be properly shielded as required to assure that circuits are not affected by other vehicle systems or any external interferences.
- D.** All vehicle components and systems shall operate without being affected by interference damage or disruption including detrimental effects or interference to on-board computer modules from either vehicle generated noise, or stray Electromagnetic Frequency ("EMF") or Radiomagnetic Frequency ("RMF") fields encountered from any airport operations. EMF

and RMF noise sources that may be generated by the vehicle, especially if such noise is detrimental to aircraft, Air Traffic Control, or air navigation equipment, shall be shielded. In the event a unit is found to create or encounter EMF or RMF problems, the Vendor will be responsible for remedying the problem to the satisfaction of the Authority.

- E. All systems shall be designed to allow quick and efficient operation of the unit. Pneumatic, electrical, electronic, hydraulic, and other systems shall be operational within a minimum amount of temperature stabilization, and accumulator or system build-up.
- F. All operating controls, light switches, and controls for auxiliary equipment shall be clearly and permanently marked and identified by means of resistant plastic identification plates with recessed lettering of a contrasting color. Should be powered to run with the ignition in a key on position.
- G. The use of pilot lights or indicators for all controls or switches.
- H. Venting systems for vehicle fuel, coolant, hydraulics, etc., shall not discharge or vent over any equipment, but shall direct such overflows to a suitable recovery system in order not to cause an environmental spill.
- I. All emergency shut-off valves shall be properly identifiable, as to location and operation.
- J. All controls shall be immediately identifiable as to the correct positioning by logic of operation or clear indications.
- K. All gauges shall be suitably marked as to the intended purpose and shall be easily visible by the operator.
- L. All systems requiring servicing shall be equipped with approved self-contained checking devices. The preferred check device for hydraulic system reservoir shall be sight gauges that are clearly marked to show service level and type of fluid. Pressure gauges shall be installed on accumulators, on all other components, or elsewhere as required with easily connectable service ports in close proximity.
- M. Diesel engine(s) shall be approved for continuous operation using fuel meeting specifications for No. 1 or No. 2 diesel as set forth in ASTM D-976 combined with 20% Biodiesel meeting specification ASTM D 6751 for Biodiesel fuel. If these fuels require additives or involve restrictions all such requirements, restrictions, and concerns are to be detailed in the exceptions or deviations section of the bid, and instructions for such additives or instructions shall be detailed in a placard or decal located at the fuel fill location as close to the fill neck as practical.
- N. Steps, stairways, ladders walkways handholds, handrails, and used to access the cab, maintenance and operational areas or other parts of the equipment shall conform to the most recent edition of SAE J185 – Access Systems for Off-Road Machines, using the ‘preferred’ dimensions offered in this standard

31. ACCESSIBILITY OF COMPONENTS

All parts of the unit and auxiliary equipment shall be easily accessible for inspection, operation, and maintenance. All electrical components shall be centrally located and enclosed in an airtight weatherproof electrical box. All air system components shall also be centrally located and marked. All components shall be readily removable and replaceable. These features are considered mandatory and the unit will be closely inspected to assure conformance with these requirements.

If, in the opinion of the Engineer, any part or component is not readily accessible, removable, or replaceable, the Engineer may require the Vendor to correct these deficiencies at the Vendor's

own expense, before acceptance. Any departure from the requirements of these specifications shall be immediately remedied by the Vendor at his own expense.

32. MARKING OF CONTROLS

All operating controls, light switches, and accessory equipment that may be installed on the unit shall be clearly and permanently marked and identified by a metal or oil resistant plastic identification plates with stamped recessed lettering filled with a contrasting color paint. The lettering for the instrument panel controls shall be approximately one-half (1/2) inch high and approximately one (1) inch high for all other locations. The above shall apply to all controls. All switches shall be "on" in the up position.

33. IDENTIFICATION CARDS

Each delivered vehicle shall have a 5" x 9" index card affixed to the inside of the windshield. This card shall contain the following information and shall be visible from the outside of the vehicle:

Vendor's Name
Purchase Order Number
Make & Model
Port Authority Engineer's Name (listed on purchase order)
Vehicle Identification Number (VIN)

34. SERVICING BEFORE DELIVERY (MAKE-READY)

Prior to delivery, each vehicle shall be completely serviced by the Vendor in its shop, including engine tune-ups, lubrication, and wheel alignment. Equipment with water-cooled engines being delivered shall be protected with permanent anti-freeze to a minimum of -40°f. The anti-freeze shall contain corrosion inhibitors. All systems on the unit shall be fully serviced and filled with all required fluids, and be ready for the full in-service operation. A copy of the Vendor's final inspection form shall be forwarded to the Engineer with the invoice.

35. CERTIFICATE OF ORIGIN

The Vendor shall submit to the Engineer seven (7) days before delivery of each unit, the certificate of origin for a vehicle. This certificate shall be fully completed so as to enable the transfer of ownership to the Port Authority of NY & NJ.

If the Vendor or the truck dealer is based in the state of New York, the Vendor shall also submit with the above certificate of origin, the New York State Certificate of Sale, form MV-50, fully completed.

If the Vendor or the truck dealer is based in the state of New Jersey, the Vendor, in addition to submitting the above certificate of origin, must conform to New Jersey state motor vehicle requirements.

The above document(s) shall be sent to:

The Port Authority of NY & NJ
Port Authority Technical Center
Central Automotive Division – PAZIP58
241 Erie Street, Room 307
Jersey City, New Jersey 07310-1397
Attn: Jesse O'Brien, Automotive Engineer

All licensing documents shall be sent to the above address but shall show the legal address as follows:

Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street
New York, NY 10006

36. DEVIATIONS

Minor deviations from the provisions of these specifications will be considered, to permit manufacturers to follow their standard manufacturing processes. The Vendor shall not substitute an equivalent make or model vehicle without requesting such deviation, which shall only be permitted upon prior express written approval of the Engineer.

Such deviations will be approved, however, only in the sole discretion of the Engineer and only if in his opinion they do not adversely affect the operation, maintenance, strength, efficiency, effectiveness, or life of the unit or any of its parts. All proposed deviations, with full details, must be listed on the attached Vendor's detail sheet, which is part of the bid.

There shall be no deviations from the specifications, except those which are listed as deviations and which are expressly approved as part of the Port Authority's acceptance of the Contract. See the clause hereof entitled "Materials and Workmanship".

37. INSPECTION AND ACCEPTANCE TESTING

Inspection of workmanship, materials, designs, and performance of the unit may be made at the Vendor's factory at the sole discretion of the Engineer. The Port Authority will pay all expenses of its inspectors. The Engineer will inspect each unit delivered to insure that the unit meets all requirements of the specifications. The Engineer will also conduct acceptance testing utilizing the tests set forth in the specifications. Upon satisfactory completion of the inspection and the acceptance testing, the Engineer will advise the Vendor, in writing, of vehicle acceptance. Any defect or failure to comply with any requirements of these specifications shall be immediately remedied by the Vendor at its own expense prior to retesting of the unit.

38. QUALITY CONTROL

Critical components and the complete unit must demonstrate compliance with these specifications. The Vendor shall be responsible for assuring the quality control of his suppliers and shall arrange for the required tests, certifications, and for the test location and all equipment

required for testing. The Vendor shall notify the Engineer when major components are ready for testing, and the Engineer will decide whether representatives of the Authority will be present at the tests.

The Vendor shall develop and submit for the Engineer's approval test plans covering all tests required to be performed hereunder. All such tests shall be performed in accordance with the approved plans.

If the unit or any component fails a test, the unit or component must be retested when the deficiencies have been corrected. The Engineer may at his sole discretion require extra testing of the failed unit or component or of all units or components to assure that the noncompliance was not the result of a design error or indicative of the inability of the unit or component to withstand the intended service.

The Port Authority shall have the option of witnessing the following specific tests on randomly selected finished vehicles to assure that they meet minimum performance requirement:

- A. Vehicle drivability to include vehicle weight distribution, braking, top speed, etc.
- B. Interlock and parking brake system
- C. Other tests as specified elsewhere in these specifications, required, or as requested by the Engineer.

39. RISKS ASSUMED BY THE VENDOR

The Vendor assumes the following distinct and several risks, whether they arise from acts or omissions (whether negligent or not) of the Vendor, of the Authority, or of third persons, or from any other cause, and whether such risks are within or beyond the control of the Vendor, excepting only risks which arise solely from affirmative acts done by the Authority subsequent to the opening of proposals on this contract with actual and willful intent to cause the loss, damage and injuries described below:

- A. The risk of loss or damage to each unit and all its component parts (including parts furnished by the Authority, from the time the Vendor takes possession of such parts), occurring prior to the time the Authority takes title to such unit or occurring subsequent to the transfer of title if such unit is in the possession of the Vendor for the performance of services required hereunder.
- B. The risk of claims, fines or penalties, just or unjust, made by third persons or assessed by courts or governmental agencies or entities against the Vendor or the Authority on account of injuries (including wrongful death), loss, damage or liability of any kind whatsoever arising or alleged to arise out of or in connection with the performance of this contract (whether or not actually caused by or resulting from the performance of this contract) or out of or in connection with the Vendor operations or presence at or in the vicinity of any Authority premises, including claims against the Vendor or the Authority for the payment of workers' compensation, whether such claims, fines or penalties are made or assessed and whether such injuries, damage, loss or liability are sustained at any time both before and after final payment.

The Vendor shall indemnify the Authority against all claims described in subparagraphs (a) and (b) above and for all expenses incurred by it in the defense, settlement or satisfaction thereof, including expenses of attorneys, except where indemnity would be precluded by applicable law. If so directed, the Vendor shall defend against any claim described in subparagraphs (a) and (b) above, in which event it shall not without obtaining express advance permission from the General Counsel of the Authority raise any defense involving in any way jurisdiction of the tribunal, immunity of the Authority, governmental nature of the Authority or the provisions of any statutes respecting suits against the Authority, such defense shall be at the Vendor's cost.

The provisions of this numbered clause shall also be for the benefit of the commissioners, officers, agents and employees of the Authority, so that they shall have all the rights which they would have under this numbered clause if they were named at each place above at which the Authority is named, including a direct right of action against the Vendor to enforce the foregoing indemnity, except, however, that the Authority by action of its board of commissioners may at any time in its sole discretion and without liability on its part cancel the benefit conferred on any of them by this numbered clause, whether or not the occasion for invoking such benefit has already arisen at the time of such cancellation.

The making of final payment shall not release the Vendor from his obligations under this numbered clause. Moreover, neither the enumeration in this numbered clause nor the enumeration elsewhere in this contract of particular risks assumed by the Vendor or of particular claims for which he is responsible shall be deemed (1) to limit the effect of the provisions of this numbered clause or of any other clause of this contract relating to such risks or claims, (2) to imply that he assumes or is responsible for risks or claims only of the type enumerated in this numbered clause or in any other clause of this contract, or (3) to limit the risks which he would assume or the claims for which he would be responsible in the absence of such enumerations.

40. HIGH SECURITY AREA

Services under the Contract may be required in designated secure areas, as the same may be designated by the Engineer from time to time ("Secure Areas"). The Port Authority shall require the observance of certain security procedures with respect to Secure Areas, which may include the escort to, at, and/or from said high security areas by security personnel designated by the Vendor or any subcontractor's personnel required to work therein. All personnel that require access to designated secure areas who are not under positive escort by an authorized individual will be required to undergo background screening and personal identity verification.

Forty-eight (48) hours prior to the proposed performance of any work in a Secure Area, the Vendor shall notify the Engineer. The Vendor shall conform to the procedures as may be established by the Engineer from time to time and at any time for access to Secure Areas and the escorting of personnel hereunder. Prior to the start of work, the Vendor shall request a description from the Engineer of the Secure Areas which will be in effect on the commencement date. The description of Secure Areas may be changed from time to time and at any time by the Engineer during the term of the Contract.

41. NOTIFICATION OF SECURITY REQUIREMENTS

The Authority has the responsibility of ensuring safe, reliable and secure transportation facilities, systems, and projects to maintain the well-being and economic competitiveness of the region. Therefore, the Authority reserves the right to deny access to certain documents, sensitive security construction sites and facilities (including rental spaces) to any person that declines to abide by Port Authority security procedures and protocols, any person with a criminal record with respect to certain crimes or who may otherwise pose a threat to the construction site or facility security. The Authority reserves the right to impose multiple layers of security requirements on the Vendor, its staff and subcontractor and their staffs depending upon the level of security required, or may make any amendments with respect to such requirements as determined by the Authority.

These security requirements may include but are not limited to the following:

- Vendor/ Subcontractor identity checks and background screening

The Port Authority's designated background screening provider may require inspection of not less than two forms of valid/current government issued identification (at least one having an official photograph) to verify staff's name and residence; screening federal, state, and/or local criminal justice agency information databases and files; screening of any terrorist identification files; access identification to include some form of biometric security methodology such as fingerprint, facial or iris scanning, or the like.

The Vendor may be required to have its staff, and any Subcontractor's staff, material-men, visitors or others over whom the Vendor/Subcontractor has control, authorize the Authority or its designee to perform background checks, and a personal identity verification check. Such authorization shall be in a form acceptable to the Authority. The Vendor and Subcontractor's may also be required to use an organization designated by the Authority to perform the background checks.

As of January 29, 2007, the Secure Worker Access Consortium (S.W.A.C.) is the only Port Authority approved provider to be used to conduct background screening and personal identity verification, except as otherwise required by federal law and/or regulation (such as the Transportation Worker Identification Credential for personnel performing in secure areas at Maritime facilities). Information about S.W.A.C., instructions, corporate enrollment, online applications, and location of processing centers can be found at <http://www.secureworker.com>, or S.W.A.C. may be contacted directly at (877) 522-7922 for more information and the latest pricing. The cost for said background checks for staff that pass and are granted a credential shall be reimbursable to the Vendor (and its Subcontractor's) as an out-of-pocket expense as provided herein. Staff that are rejected for a credential for any reason are not reimbursable.

- Issuance of Photo Identification Credential

No person will be permitted on or about the Authority construction site or facility (including rental spaces) without a facility-specific photo identification credential approved by the Authority. If the authority requires facility-specific identification credential for the Vendor's and the Subcontractor's staff, the Authority will supply such identification at no cost to the Vendor or its Subcontractor's. Such facility-specific identification credential shall remain the property of the Authority and shall be returned to the Authority at the completion or upon request prior to completion of the individual's assignment at the specific facility. It is the responsibility of the appropriate Vendor or Subcontractor to immediately report to the Authority the loss of any staff member's individual facility-specific identification credential. The Vendor or Subcontractor shall

be billed for the cost of the replacement identification credential. Vendor's and Subcontractor's staff shall display Identification badges in a conspicuous and clearly visible manner, when entering, working or leaving an Authority construction site or facility.

Employees may be required to produce not less than two forms of valid/current government issued identification having an official photograph and an original, unlaminated social security card for identify and SSN verification. Where applicable, for sensitive security construction sites or facilities, successful completion of the application, screening and identify verification for all employees of the Vendor and Subcontractor's shall be completed prior to being provided a S.W.A.C. ID Photo Identification credential.

- Access control, inspection, and monitoring by security guards

The Authority may provide for Authority construction site or facility (including rental spaces) access control, inspection and monitoring by Port Authority Police or Authority retained contractor security guards. However, this provision shall not relieve the Vendor of its responsibility to secure its equipment and work and that of its Subconsultant/Subcontractor's and service suppliers at the Authority construction site or facility (including rental spaces). In addition, the Contractor, Subcontractors or service provider is not permitted to take photographs, digital images, electronic copying and/or electronic transmission or video recordings or make sketches on any other medium at the Authority construction sites or facilities (including rental spaces), except when necessary to perform the Work under this Contract, without prior written permission from the Authority. Upon request, any photograph, digital images, video recording or sketches made of the Authority construction site or facility shall be submitted to the Authority to determine compliance with this paragraph, which submission shall be conclusive and binding on the submitting entity.

- Compliance with the Port Authority Information Security Handbook

The Contract may require access to Port Authority information considered Protected Information ("PI") as defined in the Port Authority Information Security Handbook ("Handbook"), dated October, 2008, corrected as of November 14, 2013, and as may be further amended. The Handbook and its requirements are hereby incorporated into this agreement and will govern the possession, distribution and use of PI if at any point during the lifecycle of the project or solicitation it becomes necessary for the Vendor to have access to PI. Protecting sensitive information requires the application of uniform safeguarding measures to prevent unauthorized disclosure and to control any authorized disclosure of this information within the Port Authority or when released by the Port Authority to outside entities. The following is an outline of some of the procedures, obligations and directives contained in the Handbook:

- (1) require that the Vendor and Subcontractor, when appropriate, sign Non-Disclosure Agreements (NDAs), or an Acknowledgment of an existing NDA, provided by the Authority as a condition of being granted access to Protected Information categorized and protected as per the Handbook;
- (2) require that individuals needing access to PI be required to undergo a background check, pursuant to the process and requirements noted in § 3.2 of the Information Security Handbook.
- (3) require Vendors and commercial enterprises to attend training to ensure security awareness regarding Port Authority information;

- (4) specific guidelines and requirements for the handling of PI to ensure that the storage and protection of PI;
- (5) restrictions on the transfer, shipping, and mailing of PI;
- (6) prohibitions on the publication, posting, modifying, copying, reproducing, republishing, uploading, transmitting, or distributing PI on websites or web pages. This may also include restricting persons, who either have not passed a pre-screening background check, or who have not been granted access to PI, from viewing such information;
- (7) require that PI be destroyed using certain methods, measures or technology pursuant to the requirements set forth in the Handbook;
- (8) require the Vendor to mandate that each of its Subcontractors maintain the same levels of security required of the Vendor under any Port Authority awarded contract.
- (9) prohibit the publication, exchange or dissemination of PI developed from the project or contained in reports, except between Vendors and Subcontractors, without prior approval of the Port Authority;
- (10) require that PI only be reproduced or copied pursuant to the requirements set forth in the Handbook.

- Audits for Compliance with Security Requirements

The Port Authority may conduct random or scheduled examinations of business practices under this section entitled “NOTIFICATION OF SECURITY REQUIREMENTS” and the Handbook in order to assess the extent of compliance with security requirements, Confidential Information procedures, protocols and practices, which may include, but not be limited to, verification of background check status, confirmation of completion of specified training, and/or a site visit to view material storage locations and protocols.

42. NON-DISCRIMINATION REQUIREMENTS

The Vendor shall take all necessary and reasonable steps to ensure non-discrimination in the performance and administration of all aspects of this Contract.

- A. Vendor hereby agrees that no person on the ground of race, color, national origin, creed/religion, sex, age or handicap/disability shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the furnishing of goods or services or in the selection and retention of Subcontractors and/or Vendors under this Contract. Vendor shall also ascertain and comply with all applicable federal, state and local laws, ordinances, rules, regulations, and orders that pertain to equal employment opportunity, affirmative action, and non-discrimination in employment.
- B. Vendor agrees that these “Non-Discrimination Requirements” are a binding part of this Contract. Without limiting the generality of any other term or provision of this Contract, in the event the Authority, or a state or federal agency finds that the Vendor or any of its Subcontractors or Vendors has not complied with these “Non-Discrimination Requirements”, the Authority may cancel, terminate or suspend this Contract in accordance with Section 18 of these Standard Terms and Conditions entitled “Rights of the Port Authority.”
- C. Vendor agrees to cooperate fully with the Authority’s investigation of allegations of discrimination. Cooperation includes, but is not limited to, allowing the Authority to question employees during the investigation of allegations of discrimination, and complying with directives that the Authority or the State or Federal government deem essential to ensure compliance with these “Non-Discrimination Requirements.”

43. SHIPMENT

The Vendor shall ship the units under bills of lading designating the consignee as the Port Authority of New York and New Jersey, c/o Vendor, said bills of lading to provide that the Vendor will pay the insurance and freight charges, and the Port Authority will be the named insured on said insurance but risk of loss or damage until delivery shall be the Vendor's. In such case, the Vendor's obligations under the clause entitled "Risks Assumed by the Vendor" shall not be impaired.

If the Vendor's plant is located more than four hundred (400) miles from the designated delivery point, the Vendor shall ship the unit(s) by railroad or flatbed truck and the Vendor's obligations under the clauses entitled, "delivery" and "risks assumed by the Vendor" shall not be impaired.

If the Vendor's plant is more than four hundred (400) miles from the designated delivery point, at the Vendors request the Engineer may approve over-the-road transportation of the completed unit to the Port Authority, with an associated cost savings. In all such instances, the Vendor must utilize his own drivers, or the services of a licensed and bonded driveaway service having a Federal Motor Carrier Safety Administration rating of not less than "Satisfactory". In addition, his driver or the driveaway service must be specifically instructed, in writing, with copies provided to the Engineer prior to approval, as to all truck chassis, power train, tire, and other manufacturer's restrictions on speed, fuel, continuous hours of operation, and any other 'break-in' or operational restrictions. A driver's log and receipts shall be provided demonstrating compliance with the above stated restrictions. Finally, the vehicle must be cleaned, fueled, and prepared in accordance with requirements of this contract after transportation and prior to delivery to the Port Authority.

44. NO THIRD PARTY RIGHTS

Nothing contained in this agreement is intended for the benefit of third persons except to the extent that this agreement specifically provides otherwise by use of the words "benefit" or "direct right of action."

45. PRODUCTION PLAN

After the opening of proposals and within ten (10) working days of receipt of request, the bidder shall submit to the Engineer:

- A. A detailed production plan for the manufacture and completion of each vehicle. The plan shall include the delivery of major components to be acquired, production start and completion dates, test completion date, and delivery date for each vehicle, based on an award date of one hundred and twenty (120) days after the date of the opening of the bid. The plan shall include a Program Evaluation and Review Technique (PERT) or Critical Path Method (CPM) chart and any other items requested by the Engineer.
- B. Sample drawings and schematics of a manufacturer's production model similar to the vehicle described in the specifications.
- C. A spreadsheet listing vehicle completion, delivery, and in-service schedule, based on paragraph "A" above.

46. DELIVERY

The Vendor shall deliver vehicle(s) to the delivery location(s) indicated in the table located in paragraph 53 hereof. If the Engineer requests for the Vendor to drop-ship the cab-chassis' or vehicle(s) to an alternate delivery location(s), the Vendor shall be responsible to make all necessary arrangements for the delivery(ies), and the Vendor and the Engineer shall mutually agree on any cost adjustments for delivery to the alternate delivery location.

The Vendor shall deliver the twenty seven (27) unit(s) complete and ready for service, within two hundred and fifty (250) calendar days commencing from the Port Authority Purchase Order Date after receipt, by it, of the acceptance of its proposal.

The Vendor shall develop and maintain a weekly updated manufacturing and delivery schedule. Upon request, the Vendor shall submit to the Engineer, within two (2) days of the request, a copy of the updated manufacturing and delivery schedules.

The vehicles shall be shipped for sidewalk delivery to the location(s) indicated in the table at the end of this Appendix. Sidewalk delivery is defined as the Vendor's responsibility for removing the vehicles from the truck and placement onto the ground at a location designated by receiving personnel.

Vehicles shipped by other than the Vendor's own truck shall not abrogate this responsibility. The Port Authority shall not be responsible for re-delivery charges as a result of failure to comply with this clause. Port Authority personnel will not be available to assist in off-loading vehicles.

The Vendor shall notify the Engineer of delivery, at least three (3) working days in advance. The deliveries shall be made to the location(s) indicated in the table at the end of this appendix.

All deliveries shall be made during the hours of 9:00 am to 2:00 pm Monday through Friday excluding holidays celebrated in the state of delivery. The equipment shall be deemed to have been delivered only if it is complete and in readiness for use and if it meets with the acceptance of the Engineer as elsewhere provided in this agreement. The times above-provided for delivery may be extended (subject, however, to the provisions of this numbered clause) only if in the opinion of the Engineer the Vendor is necessarily delayed in delivery solely and directly by a cause which meets both of the following conditions:

- A.** Such cause is beyond the Vendor's control and arises without his fault.
- B.** Such cause arises after the opening of proposals on this agreement and neither was, nor could have been, anticipated by investigation before such opening.

The Vendor shall provide the above conditions in writing and shall have an approval by the Engineer in writing. In any event, even though a cause of delay meets the above conditions, an extension shall be granted by the Engineer only to the extent that:

- C.** The delivery is actually and necessarily delayed.

D. The effect of such cause cannot be anticipated and avoided or mitigated by the exercise of all reasonable precautions, efforts, and measures (including planning, scheduling, and re-scheduling) whether before or after the occurrence of the cause of delay.

Notwithstanding the above, no extension of time shall be granted for a delay which would not have affected the time of delivery were it not for the fault of the Vendor or for other delay for which the Vendor is not entitled to an extension of time.

Any reference herein to the Vendor shall be deemed to include Subcontractors and materialmen, whether or not in privity of contract with the Vendor, and employees of all the foregoing. Therefore, the Vendor shall be charged with a delay caused by a Subcontractor, materialmen or their employees.

The period of any extension of time shall be that necessary to make up the time actually lost, subject to the provisions of this numbered clause, and shall be only for those units actually delayed. The Engineer may defer all or part of his decision on an extension, and any extension may be rescinded or shortened if it subsequently is found that the delay can be overcome or reduced by the exercise of reasonable precautions, efforts, and measures.

As a condition precedent for an extension of time, the Vendor shall give written notice to the Engineer within forty-eight hours after the time when he knows or should know of a cause which might under any circumstances result in delay for which he claims or may claim an extension of time (including those causes for which the Authority is responsible or has knowledge of). The written notice shall specifically state that an extension is or may be claimed and shall identify such cause and describe, as fully as practicable at the time, the nature and expected duration of the delay and its effect on the delivery of various units. Since the possible necessity for an extension of time may materially alter the scheduling, plans, and other actions of the Authority, and since, with sufficient opportunity, the Authority might, if it so elects, attempt to mitigate the effect of a delay for which an extension of time might be claimed, and since merely oral notice may cause disputes as to the existence or substance thereof, the giving of written notice as above required shall be of the essence of the obligations of the Vendor, and failure of the Vendor to give written notice as above required shall be a conclusive waiver of an extension of time.

It shall in all cases be presumed that no extension, or further extension, of time is due unless the Vendor shall affirmatively demonstrate to the satisfaction of the Engineer that it is due. To this end, the Vendor shall maintain adequate records supporting any claim for an extension of time and, in the absence of such records, the foregoing presumption shall be deemed conclusive.

It is the intent of this agreement that the Vendor shall assume the responsibility for manufacturing the units in a manner acceptable to the Engineer and, consequently, no disapproval by the Engineer of any drawings submitted by the Vendor or of any other act or omission of the Vendor shall be cause for an extension of time.

The Vendor assumes the risk of damages due to delay arising from any acts and causes whatsoever, including, but not limited to, wrongful acts and omissions of the Authority, its officers, employees, Vendors, and agents, and its sole remedy against the Authority shall be an extension of time as set forth herein.

47. DRAWINGS, SCHEMATICS, AND FUNCTIONALITY CHARTS

Within six (6) weeks after acceptance of its bid, the Vendor shall deliver to the Engineer for approval complete and fully detailed and dimensioned drawings in triplicate showing how it proposes to construct the complete unit with all equipment, the weight distribution of the complete unit both loaded and unloaded, and any other drawings, sketches and calculations requested by the Engineer. These drawings shall show the size and exact location of all principal parts as well as the method of mounting and other data necessary or desirable to provide complete information on what the Vendor proposes to furnish.

The Engineer will approve the drawings or require additions or corrections to be made therein, returning a copy of those drawings on which additions or corrections are required. The Vendor shall promptly make the required additions and corrections and resubmit such drawings within ten (10) days of their return to the Vendor in triplicate to the Engineer for his approval. Each unit as finally furnished and delivered shall be in strict accordance with the drawings as finally approved. Any work performed by the Vendor before approval of the drawings relating to such work shall be at the Vendor's risk and the work so done shall not be considered as work done under and in performance of this agreement unless and until approved and accepted by the Engineer.

All drawings, parts lists, data, and other papers of any type whatsoever, whether in the form of writing, figures, or delineations, which are prepared in connection with this agreement and submitted to the Authority, shall become the property of the Authority, except to the extent that rights are reserved to others under existing valid patents and are not given the Authority under the clause hereof entitled "intellectual property". Subject to the above, the Authority shall have the right to use or permit the use of all such drawings, data, and other papers, and any oral information received by the Authority, any ideas or methods represented by such papers and information for any purpose and at any time, without other compensation than that specifically provided herein. No such papers or information shall be deemed to have been given in confidence, and any statement and/or legend to the contrary on any of the said drawings, data, or other papers shall be void and of no effect.

The Vendor's drawings shall include but not be limited to the following:

- A.** General layout of the complete unit, showing all dimensions of the general configuration, position of the major components, turning clearances, weight distribution (laden and unladen), and the location of the vehicle's center of gravity.
- B.** Schematic of the following systems, showing all components with full make and part numbers (manufacturer's specification data shall be submitted with drawings): color coded for Identification of systems
 - Electrical and electronic system(s)
 - Pneumatic System(s)
 - Hydraulic System(s)
 - Functionality chart showing detailed operation of all systems in all modes of operation
- C.** Any other drawings, schematics, charts, or documentation, as requested by the Engineer.

48. APPROVAL BY ENGINEER

The approval by the Engineer of any workmanship, materials, drawings, designs, or details of construction of the unit shall be construed merely to mean that, at that time, the Engineer knows of no good reason for objecting thereto, and no such approval shall release the Vendor from his full responsibility for the satisfactory construction and operation of the unit.

The decision of the Engineer shall be final and binding on the parties as to the quality, acceptability, and fitness of all parts of the unit, as to conformity of the unit with, and as to the interpretation of, the specifications, drawings, and technical requirements of this agreement and as to all questions in connection with the work hereunder.

Whenever the words "approved," "required," "satisfactory," "necessary," "equal," or words of similar import are used in this agreement, they shall mean approved or required by the Engineer and satisfactory, necessary, or equal in the opinion of the Engineer.

49. OPERATION, MAINTENANCE, REPAIR DATA AND PROPRIETARY DIAGNOSTIC EQUIPMENT AND PROGRAMS

The Vendor shall provide operations, parts and service manuals. The manuals shall cover the diagnosis and repair of all vehicle systems, specifically including, chassis, powertrain, wiring, emissions, vocational equipment, and all subsystems and components. Manuals shall be provided electronically on cd-roms, and if cd-roms are not available, as bound "hard" copies if not available electronically, or in a format approved by the Engineer. All paper manuals shall be bound and assembled. Manuals are to be shipped per delivery instructions (see attached appendix).

Do not ship the manuals with the unit.

The operating and maintenance or shop manual shall be the latest manufacturer's handbook, covering in detail the recommended operating, maintenance, and service procedures.

The repair or shop manual shall include detail drawings, schematic electric and hydraulic or other piping diagrams, and complete parts lists for all components of the unit and associated equipment furnished. The Vendor shall include a complete set of shop drawings as part of each shop manual.

Where components or equipment of several manufacturers have been used in assembling the unit, the manuals shall include operating, maintenance, and repair manuals and parts lists of all manufacturers, covering all of the components used.

Where the Vendor or manufacturer uses components manufactured by others in building equipment which it sells under its own trade name, the Vendor shall furnish the parts numbers and full data from the original manufacturers for all components used, as well as the part numbers it may assign to these components as being parts of its product.

In addition to the manuals, all diagnostic tools, laptop or other computers, associated equipment and connectors, software and programs shall be provided as recommended by the manufacturer

for diagnostics and maintenance of the unit(s). Computers and associated equipment shall be new, of rugged construction and designed for use in the automotive repair environment. When such diagnostic tools, computers, associated equipment, software and programs require updating, maintenance contracts, or subscriptions, the Vendor will offer such services to the Port Authority as though the Port Authority was a dealer or distributor, at dealer or distributor pricing, for as long as the vehicles are owned by the Port Authority.

The manuals, diagnostic tools, equipment, computers, software and programs shall be furnished in Operator/Maintenance Sets to the vehicle delivery sites. Each Set shall include the following if applicable:

- Two (2) operator's manuals.
- Two (2) parts catalogs.
- Two (2) shop repair manuals.
- One (1) diagnostic tool for each required system.
- One (1) computer and/or associated equipment with necessary software and programs pre-installed.
- One (1) copy of each installed software and program.

One (1) of each manual shall be delivered to the Engineer.

All manuals shall be in the English language. All dimensions, measurements, and other pertinent data shall be given in U.S. Standard units (i.e., inches, pounds, etc.). (foreign language terms and metric measurements shall not be accepted.)

All technical support documentation diagnostic tools, equipment, computers, software and programs required by this section shall be delivered at least two weeks prior to the delivery of the first unit. In the event the manuals diagnostic tools, computers, associated equipment, software and programs are not delivered as specified above, a retainage amount of 10% will be held by the Port Authority from any payments due under the clause entitled "Final Payments", and will be held until such time that all of the required documentation has been received to the satisfaction of the Engineer.

The Vendor shall send Parts & Service Manuals diagnostic tools, computers, associated equipment, software and programs directly to the Port Authority Automotive Shops, as designated at the end of this section. Vendors shall send to the Engineer receipts of delivery from each shop, to expedite payment release.

The manuals diagnostic tools, computers, associated equipment, software and programs shall be shipped separately and not with the vehicles. Final payment will not be released prior to receipt of these materials.

50. PREVENTIVE MAINTENANCE INSTRUCTIONS

In addition to the manuals specified above, the Vendor shall furnish an equal number of condensed preventive maintenance frequency and instructions for each preventative maintenance routine required for the unit. These frequencies and instructions shall consist of manufacturer's recommendations for periodic lubrication, cleaning, and other preventive maintenance, and shall

be made up in a compact form to cover the particular unit delivered. The Preventative Maintenance Instructions must include a listing of all part numbers and part descriptions necessary to perform the specific preventative maintenance task such as filter descriptions and part numbers, special tools needed to perform the task, and replacement fluid specifications and quantities.

51. PREVENTATIVE MAINTENANCE PARTS KITS

To facilitate timely preventative maintenance of the units until parts stocking is established, the Vendor shall also provide with each unit all parts required to complete the manufacturers' recommended preventative maintenance for at least six (6) months, two hundred (200) engine hours, or ten thousand (10,000) miles of operation. The kit shall include all filters, belts, hoses, and other parts scheduled for replacement within the specified period. It shall not include standard automotive service fluids such as motor oil, washer fluid, coolant, etc., although if special lubricants, additives or conditioners are required during this time, such items must be included in the kit.

Each kit shall be furnished with the delivered vehicle in a sealed box or similar container with the vehicle number and the type of maintenance need plainly and conspicuously marked on the box or container. The box or container shall also have a packing list of the contents, identifying the quantity and description of each item contained inside, attached to the exterior. Preventative Maintenance Parts Kits are to be listed on delivery papers, bills of lading, or other receipt documents furnished with the vehicle.

52. TRAINING

The Vendor shall provide six (6) separate four (4) hour training sessions on the operation of the vehicles.

The Vendor shall also provide six (s) separate four (4) hour training sessions on the maintenance, repair, troubleshooting, and inspection of the vehicles. The Port Authority shall designate when and where the sessions will be conducted.

Prior to performing any training, the Vendor shall prepare the complete training curriculum and send it to the Engineer for approval, ten (10) days prior to the delivery of the units.

The Port Authority shall designate when and where the session will be conducted, and will provide classrooms and/or shop space for the training. The instructor must speak and write in English.

53. DELIVERY INSTRUCTIONS FOR VEHICLES AND MANUALS

The Vendor shall deliver vehicle(s) and parts and service manuals directly to the Port Authority automotive shops, as designated below. Vendors shall send to the Engineer receipts showing delivery of vehicles and manuals from each shop. Payment will not be released without these documents.

NUMBER OF VEHICLES, OPERATIONS/MAINTENANCE SETS AND TRAINING	ADDRESS OF VEHICLE DELIVERY SITE
<p>0 VEHICLES 1 OF EACH MANUAL 0 HRS: OPERATOR TRAINING 0 HRS: MECHANIC TRAINING</p>	<p>Port Authority of NY & NJ Central Automotive Division 241 Erie Street, Room 307 Jersey City, NJ 07310 Attn: Jesse O'Brien _____ Tel: (201) 216-_____ Fax: (201) 216-_____ GPS: 40.731317,-74.04297</p>
<p>4 VEHICLES 1 SET 4 HRS: OPERATOR TRAINING 4 HRS: MECHANIC TRAINING</p>	<p>Port Authority of NY & NJ Central Automotive Division George Washington Bridge Automotive Shop 220 Bruce Reynolds Blvd Fort Lee, NJ 07024 Attn: Nick Morin Tel: (201) 346-4146 Fax: (201) 346-8028 GPS: 40.853601,-73.96974</p>
<p>6 VEHICLES 1 SET 4 HRS: OPERATOR TRAINING 4 HRS: MECHANIC TRAINING</p>	<p>Port Authority of NY & NJ Central Automotive Division John F. Kennedy Int'l Airport - Automotive Shop Building 14 Jamaica, N.Y. 11430 Attn: Steven Tkach Tel: (718) 244-4041 Fax: (718) 244-4438 GPS: 40.650814,-73.809022</p>
<p>4 VEHICLES 1 SET 4 HRS: OPERATOR TRAINING 4 HRS: MECHANIC TRAINING</p>	<p>Port Authority of NY & NJ Central Automotive Division Newark Liberty Int'l Airport Automotive Shop 47-199 Brewster Rd Newark, NJ 07114 Attn: Joseph Kardos Tel: (973) 961-6044 Fax: (973) 961-6530 GPS: 40.703441,-74.154684</p>

NUMBER OF VEHICLES, OPERATIONS/MAINTENANCE SETS AND TRAINING	ADDRESS OF VEHICLE DELIVERY SITE
<p style="text-align: center;">5 VEHICLES</p> <p style="text-align: center;">1 SET</p> <p>4 HRS: OPERATOR TRAINING</p> <p>4 HRS: MECHANIC TRAINING</p>	<p>Port Authority of NY & NJ Central Automotive Division Lincoln Tunnel Automotive Shop 500 Boulevard East Weehawken, NJ 07807 Attn: George Metzger Tel: (201) 617-8418 Fax: (201) 553-9359 GPS: 40.764473,-74.022387</p>
<p style="text-align: center;">3 VEHICLES</p> <p style="text-align: center;">1 SET</p> <p>4 HRS: OPERATOR TRAINING</p> <p>4 HRS: MECHANIC TRAINING</p>	<p>Port Authority of NY & NJ Central Automotive Division Staten Island Bridges Automotive Shop 2777 Goethals Rd N Staten Island, NY 10303 Attn: Carlos Berges Tel: (718) 390-2546 Fax: (718) 273-7302 GPS: 40.628633,-74.181393</p>
<p style="text-align: center;">5 VEHICLES</p> <p style="text-align: center;">1 SET</p> <p>4 HRS: OPERATOR TRAINING</p> <p>4 HRS: MECHANIC TRAINING</p>	<p>Port Authority of NY & NJ Central Automotive Shop 777 Jersey Avenue Jersey City, NJ 07310 Attn: Ron Westervelt Tel: (201) 386-6861 Fax: (201) 386-6871 GPS: 40.731562,-74.044807</p>

54. RIGHT TO PURCHASE ADDITIONAL UNIT(S)

As used in this clause:

“Model Year” shall mean the vehicle model year of the manufacturer of the vehicles ending on the production cut-off date for the vehicles. In the event there is no defined model year or production cut-off date for the vehicles, then for purposes of this numbered clause “model year” shall mean the period commencing on the date of the Port Authority’s acceptance of the Vendor’s bid and ending on the three hundred sixty-fifth (365th) day thereafter.

“Initial Model Year” shall mean the model year applicable on the Port Authority’s date of acceptance of the Vendor’s bid.

“Subsequent Model Years” shall mean the three (3) consecutive annual periods immediately following the initial model year.

Initial model year: By written notice from the Chief Procurement Officer or a duly authorized representative to the Vendor given at any time during the initial model year, the Port Authority shall have the right, but not the obligation, to purchase from the Vendor additional unit(s) of initial model year vehicles originally purchased hereunder at the same unit prices, conforming to the same specifications, and upon the same terms and conditions as contained herein with respect to such vehicles.

Subsequent model years: For up to three (3) subsequent model years, by written notice from the Chief Procurement Officer or a duly authorized representative to the Vendor, the Port Authority shall have the further right, but not the obligation, to purchase from the Vendor additional unit(s) of vehicle(s) originally purchased hereunder but of subsequent model years at the same unit prices but as adjusted as set forth below, conforming to the same specifications, and upon the same terms and conditions as amended by the following:

- A. If price changes are in effect for such vehicles during the subsequent model years, the Vendor may, within ten (10) days following the receipt of the Port Authority's notice of exercise of this option, submit a request to the Port Authority for the application of price changes to the additional unit(s) proposed to be purchased.
- B. All such requests must include an appropriate explanation and justification for such price changes, including the published price lists for the vehicles and their components in effect at the time of the Vendor's original bid hereunder, the equivalent published price lists for the vehicles and their components in effect at the time of the Port Authority's notice, and any additional evidence which the Port Authority deems necessary for its evaluation of the Vendor's request for the price changes.
- C. No price changes shall exceed the change in the price calculated utilizing the Consumer Price Index – All Urban Customers (CPI-U); Series ID: CUURA101SA0L2; Not Seasonally Adjusted; Area: New York – Northern New Jersey – Long Island, NY-NJ-CT-PA; Item: All Items Less Shelter; Base Period: 1982-84=100, published by the Bureau Of Labor Statistics of the United States Department Of Labor (herein called the "Price Index").
- D. The Vendor shall include all backup materials and calculations with the request for increased pricing.
- E. Specifically, the requested price adjustment may not exceed the percentage change in the consumer price index by using as the numerator the index three months prior to the most recent anniversary of the contract, and as the denominator the said index three months prior to the commencement of the contract. This adjustment limitation shall apply for each subsequent model year. The new prices shall remain constant for all subsequent purchases made in the same model year. In the event the said index is no longer published or its basis is changed, the parties shall in good faith choose a substitute index or agree on another basis for escalation.

Notwithstanding the above terms and conditions, within sixty (60) days following its receipt of the foregoing submission of the price adjustment request, the Port Authority shall have the right, in its sole discretion, to reject the price changes and withdraw its offer to purchase the additional unit(s). The rejection of the Vendor's request for price changes shall be in writing.

Nothing in this numbered clause shall be construed to obligate the Port Authority to purchase any additional unit(s) of vehicle(s), or any minimum number of additional unit(s) of vehicle(s), from the Vendor, or to preclude the Port Authority from purchasing any additional vehicles from

any other source whatsoever using such procurement methods as it may in its sole discretion deem appropriate to best serve the public interest.

The Vendor represents that the last day on which orders may be placed for the model year currently in effect is:

_____/_____/_____
(date to be inserted by Vendor)

Acknowledged for Vendor:

By: _____

Title: _____

Date: _____

55. CONFIDENTIAL INFORMATION/NON-PUBLICATION

- A.** As used herein, confidential information shall mean all information disclosed to the Vendor or the personnel provided by the Vendor hereunder which relates to the Authority's and/or PATH's past, present, and future research, development and business activities including, but not limited to, software and documentation licensed to the Authority or proprietary to the Authority and/or PATH and all associated software, source code procedures and documentation. Confidential information shall also mean any other tangible or intangible information or materials including but not limited to computer identification numbers, access codes, passwords, and reports obtained and/or used during the performance of the Vendor's Services under this Contract.
- B.** Confidential information shall also mean and include collectively, as per The Port Authority of New York & New Jersey Information Security Handbook (October 15, 2008, corrected as of November 14, 2013), Protected Information, Confidential Proprietary Information, Confidential Privileged Information and information that is labeled, marked or otherwise identified by or on behalf of the Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. Confidential Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Authority or a third-party or when the Authority receives such information from others and agrees to treat such information as Confidential.
- C.** The Vendor shall hold all such confidential information in trust and confidence for the Authority, and agrees that the Vendor and the personnel provided by the Vendor hereunder shall not, during or after the termination or expiration of this Contract, disclose to any person, firm or corporation, nor use for its own business or benefit, any information obtained by it under or in connection with the supplying of services contemplated by this Contract. The Vendor and the personnel provided by the Vendor hereunder shall not violate in any manner any patent, copyright, trade secret or other proprietary right of the Authority or third persons in connection with their services hereunder, either before or after termination or expiration of this Contract. The Vendor and the personnel provided by the Vendor hereunder shall not willfully or otherwise perform any dishonest or fraudulent acts, breach any security

procedures, or damage or destroy any hardware, software or documentation, proprietary or otherwise, in connection with their services hereunder. The Vendor shall promptly and fully inform the Chief Procurement Officer in writing of any patent, copyright, trade secret or other intellectual property rights or disputes, whether existing or potential, of which the Vendor has knowledge, relating to any idea, design, method, material, equipment or other matter related to this Contract or coming to the Vendor's attention in connection with this Contract.

- D.** The Vendor shall not issue nor permit to be issued any press release, advertisement, or literature of any kind, which refers to the Port Authority or to the fact that goods have been, are being or will be provided to it and/or that services have been, are being or will be performed for it in connection with this Agreement, unless the Vendor first obtains the written approval of the Port Authority. Such approval may be withheld if for any reason the Port Authority believes that the publication of such information would be harmful to the public interest or is in any way undesirable.

56. ENTIRE AGREEMENT

The Agreement between the Port Authority and the Vendor consists of this document, the Request For Quotation ("RFQ"), the Specifications, any Appendices, and all other documents required to be submitted by the Vendor with its proposal, and the Authority's acceptance of the Vendor's proposal and constitutes the complete and exclusive statement of the terms of the agreement between the parties, and the agreement may not be explained or supplemented by course of dealing, usage of trade, or course of performance; and this document shall supersede all other communications, written or oral.

57. CHANGES IN AGREEMENT

Except as specifically provided in the clause hereof entitled "Rights of the Port Authority," no change in or termination or modification of this agreement shall be effective unless in writing and signed by the party to be charged therewith.

58. APPLICABLE LAW

This agreement shall be construed in accordance with the laws of the state of New York. The Vendor hereby consents to the exercise by the courts of the states of New York and New Jersey of jurisdiction in personam over it with respect to any matter arising out of or in connection with this agreement and waives any objection to such jurisdiction which it might otherwise have; and the Vendor agrees that mailing of process addressed to it, at the address of the Vendor indicated herein by certified mail, shall have the same effect as personal service within the state of New York upon a domestic corporation of the state of New York.

59. NO PERSONAL LIABILITY

Neither the Commissioners of the Port Authority, nor Directors of the Port Authority Trans-Hudson Corporation ("PATH,") nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Vendor with any liability, or held personally liable to the Vendor under any term or provision of this Contract, or because of its execution or attempted execution, or because of any breach, or attempted or alleged breach, thereof.

PART II- VENDOR'S INTEGRITY PROVISIONS

1. CERTIFICATION OF NO INVESTIGATION (CRIMINAL OR CIVIL ANTI-TRUST), INDICTMENT, CONVICTION, DEBARMENT, SUSPENSION, DISQUALIFICATION AND DISCLOSURE OF OTHER INFORMATION

By bidding on this Contract, each Bidder and each person signing on behalf of any Bidder certifies, and in the case of a joint bid each party thereto certifies as to its own organization, that the Bidder and each parent and/or affiliate of the Bidder has not

- A. been indicted or convicted in any jurisdiction;
- B. been suspended, debarred, found not responsible or otherwise disqualified from entering into any contract with any governmental agency or been denied a government contract for failure to meet standards related to the integrity of the Bidder;
- C. had a contract terminated by any governmental agency for breach of contract or for any cause based in whole or in part on an indictment or conviction;
- D. ever used a name, trade name or abbreviated name, or an Employer Identification Number different from those inserted in the Bid;
- E. had any business or professional license suspended or revoked or, within the five years prior to bid opening, had any sanction imposed in excess of fifty thousand dollars (\$50,000) as a result of any judicial or administrative proceeding with respect to any license held or with respect to any violation of a federal, state or local environmental law, rule or regulation;
- F. had any sanction imposed as a result of a judicial or administrative proceeding related to fraud, extortion, bribery, bid rigging, embezzlement, misrepresentation or anti-trust regardless of the dollar amount of the sanctions or the date of their imposition; and
- G. been, and is not currently, the subject of a criminal investigation by any federal, state or local prosecuting or investigative agency and/or a civil anti-trust investigation by any federal, state or local prosecuting or investigative agency, including an inspector general of a governmental agency or public authority.

2. NON-COLLUSIVE BIDDING, AND CODE OF ETHICS CERTIFICATION, CERTIFICATION OF NO SOLICITATION BASED ON COMMISSION, PERCENTAGE, BROKER, CONTINGENT OR OTHER FEES

By bidding on this Contract, each Bidder and each person signing on behalf of any Bidder certifies, and in the case of a joint bid, each party thereto certifies as to its own organization, that

- A. the prices in its bid have been arrived at independently without collusion, consultation, communication or agreement for the purpose of restricting competition, as to any matter relating to such prices with any other bidder or with any competitor;
- B. the prices quoted in its bid have not been and will not be knowingly disclosed directly or indirectly by the Bidder prior to the official opening of such bid to any other bidder or to any competitor;
- C. no attempt has been made and none will be made by the Bidder to induce any other person, partnership or corporation to submit or not to submit a bid for the purpose of restricting competition;
- D. this organization has not made any offers or agreements or taken any other action with respect to any Authority employee or former employee or immediate family member of

either which would constitute a breach of ethical standards under the Code of Ethics dated March 11, 2014, as may be revised, (a copy of which is available upon request) nor does this organization have any knowledge of any act on the part of an Authority employee or former Authority employee relating either directly or indirectly to this organization which constitutes a breach of the ethical standards set forth in said Code;

- E. no person or selling agency other than a bona fide employee or bona fide established commercial or selling agency maintained by the Bidder for the purpose of securing business, has been employed or retained by the Bidder to solicit or secure this Contract on the understanding that a commission, percentage, brokerage, contingent, or other fee would be paid to such person or selling agency; and
- F. the Bidder has not offered, promised or given, demanded or accepted, any undue advantage, directly or indirectly, to or from a public official or employee, political candidate, party or party official, or any private sector employee (including a person who directs or works for a private sector enterprise in any capacity), in order to obtain, retain, or direct business or to secure any other improper advantage in connection with this Contract.
- G. no person or organization has been retained, employed or designated on behalf of the Bidder to impact any Port Authority determination with respect to (I) the solicitation, evaluation or award of this Contract, or (ii) the preparation of specifications or request for submissions in connection with this Contract.

The foregoing certifications in this Part II, Sections 1 and 2, shall be deemed to have been made by the Bidder as follows:

- * if the Bidder is a corporation, such certification shall be deemed to have been made not only with respect to the Bidder itself, but also with respect to each parent, affiliate, director, and officer of the Bidder, as well as, to the best of the certifier's knowledge and belief, each stockholder of the Bidder with an ownership interest in excess of 10%;
- * if the Bidder is a partnership, such certification shall be deemed to have been made not only with respect to the Bidder itself, but also with respect to each partner.

Moreover, the foregoing certifications, if made by a corporate Bidder, shall be deemed to have been authorized by the Board of Directors of the Bidder, and such authorization shall be deemed to include the signing and submission of the bid and the inclusion therein of such certification as the act and deed of the corporation.

In any case where the Bidder cannot make the foregoing certifications, the Bidder shall so state and shall furnish with the signed bid a signed statement which sets forth in detail the reasons therefore. If the Bidder is uncertain as to whether it can make the foregoing certifications, it shall so indicate in a signed statement furnished with its bid, setting forth in such statement the reasons for its uncertainty. With respect to the foregoing certification in paragraph "2g", if the Bidder cannot make the certification, it shall provide, in writing, with the signed bid: (I) a list of the name(s), address(es), telephone number(s), and place(s) of principal employment of each such individual or organization; and (ii) a statement as to whether such individual or organization has a "financial interest" in this Contract, as described in the Procurement Disclosure policy of the Authority (a copy of which is available upon request to the Chief Procurement Officer of the Procurement Department of the Authority). Such disclosure is to be updated, as necessary, up to the time of award of this Contract. As a result of such disclosure, the Port Authority shall take appropriate action up to and including a finding of non-responsibility.

Failure to make the required disclosures shall lead to administrative actions up to and including a finding of non-responsiveness or non-responsibility.

Notwithstanding that the Bidder may be able to make the foregoing certifications at the time the bid is submitted, the Bidder shall immediately notify the Authority in writing during the period of irrevocability of bids and the term of the Contract, if Bidder is awarded the Contract, of any change of circumstances which might under this clause make it unable to make the foregoing certifications, might render any portion of the certifications previously made invalid, or require disclosure. The foregoing certifications or signed statement shall be deemed to have been made by the Bidder with full knowledge that they would become a part of the records of the Authority and that the Authority will rely on their truth and accuracy in awarding and continuing this Contract. In the event that the Authority should determine at any time prior or subsequent to the award of this Contract that the Bidder has falsely certified as to any material item in the foregoing certifications, has failed to immediately notify the Port Authority of any change in circumstances which might make it unable to make the foregoing certifications, might render any portion of the certifications previously made invalid, or require disclosure, or has willfully or fraudulently furnished a signed statement which is false in any material respect, or has not fully and accurately represented any circumstance with respect to any item in the foregoing certifications required to be disclosed, the Authority may determine that the Bidder is not a responsible Bidder with respect to its bid on the Contract or with respect to future bids on Authority contracts and may exercise such other remedies as are provided to it by the Contract with respect to these matters. In addition, Bidders are advised that knowingly providing a false certification or statement pursuant hereto may be the basis for prosecution for offering a false instrument for filing (see e.g. New York Penal Law, Section 175.30 et seq.). Bidders are also advised that the inability to make such certification will not in and of itself disqualify a Bidder, and that in each instance the Authority will evaluate the reasons therefore provided by the Bidder. Under certain circumstances the Bidder may be required as a condition of Contract award to enter into a Monitoring Agreement under which it will be required to take certain specified actions, including compensating an independent Monitor to be selected by the Port Authority, said Monitor to be charged with, among other things, auditing the actions of the Bidder to determine whether its business practices and relationships indicate a level of integrity sufficient to permit it to continue business with the Port Authority.

3. BIDDER ELIGIBILITY FOR AWARD OF CONTRACTS – DETERMINATION BY AN AGENCY OF THE STAE OF NEW YORK AND NEW JERSEY CONCERNING ELIGIBILITY TO RECEIVE PUBLIC CONTRACTS

Bidders are advised that the Authority has adopted a policy to the effect that in awarding its contracts it will honor any determination by an agency of the State of New York or New Jersey that a Bidder is not eligible to bid on or be awarded public contracts because the Bidder has been determined to have engaged in illegal or dishonest conduct or to have violated prevailing rate of wage legislation.

The policy permits a Bidder whose ineligibility has been so determined by an agency of the State of New York or New Jersey to submit a bid on a Port Authority contract and then to establish that it is eligible to be awarded a contract on which it has bid because (I) the state agency determination relied upon does not apply to the Bidder, or (ii) the state agency determination

relied upon was made without affording the Bidder the notice and hearing to which the Bidder was entitled by the requirements of due process of law, or (iii) the state agency determination was clearly erroneous or (iv) the state determination relied upon was not based on a finding of conduct demonstrating a lack of integrity or violation of a prevailing rate of wage law.

The full text of the resolution adopting the policy may be found in the Minutes of the Authority's Board of Commissioners meeting of September 9, 1993.

4. VENDOR RESPONSIBILITY, SUSPENSION OF WORK AND TERMINATION

During the term of this Contract, the Vendor shall at all times during the Contract term remain responsible. The Vendor agrees, if requested by the Port Authority to present evidence of its continuing legal authority to do business in the States of New Jersey or New York, integrity, experience, ability, prior performance, and organizational and financial capacity.

The Port Authority, in its sole discretion, reserves the right to suspend any or all activities under this Contract, at any time, when it discovers information that calls into question the responsibility of the Vendor. In the event of such suspension, the Vendor will be given written notice outlining the particulars of such suspension. Upon issuance of such notice, the Vendor must comply with the terms of the suspension order. Contract activity may resume at such time as the Port Authority issues a written notice authorizing a resumption of performance under the Contract.

Upon written notice to the Vendor, and an opportunity to be heard with appropriate Port Authority officials or staff, the Contract may be terminated by Port Authority at the Vendor's expense where the Vendor is determined by the Port Authority to be non-responsible. In such event, the Port Authority or its designee may complete the contractual requirements in any manner he or she may deem advisable and pursue available legal or equitable remedies for breach, including recovery of costs from Vendor associated with such termination.

5. NO GIFTS, GRATUITIES, OFFERS OF EMPLOYMENT, ETC.

At all times, the Vendor shall not offer, give or agree to give anything of value either to a Port Authority employee, agent, job shopper, consultant, construction manager or other person or firm representing the Port Authority, or to a member of the immediate family (i.e., a spouse, child, parent, brother or sister) of any of the foregoing, in connection with the performance by such employee, agent, job shopper, consultant, construction manager or other person or firm representing the Port Authority of duties involving transactions with the Vendor on behalf of the Port Authority, whether or not such duties are related to this Contract or any other Port Authority contract or matter. Any such conduct shall be deemed a material breach of this Contract.

As used herein "anything of value" shall include but not be limited to any (a) favors, such as meals, entertainment, transportation (other than that contemplated by the Contract or any other Port Authority contract), etc. which might tend to obligate the Port Authority employee to the Vendor, and (b) gift, gratuity, money, goods, equipment, services, lodging, discounts not available to the general public, offers or promises of employment, loans or the cancellation thereof, preferential treatment or business opportunity. Such term shall not include compensation contemplated by this Contract or any other Port Authority contract. Where used herein, the term "Port Authority" shall be deemed to include all subsidiaries of the Port

Authority.

The Vendor shall insure that no gratuities of any kind or nature whatsoever shall be solicited or accepted by it and by its personnel for any reason whatsoever from the passengers, tenants, customers or other persons using the Facility and shall so instruct its personnel.

In the event that the Vendor becomes aware of the occurrence of any conduct that is prohibited by this section entitled “No Gifts, Gratuities, Offers of Employment, Etc.”, it shall report such occurrence to the Port Authority’s Office of Inspector General within three (3) business days of obtaining such knowledge. (See “<http://www.panynj.gov/inspector-general>” for information about to report information to the Office of Inspector General). Failing to report such conduct shall be grounds for a finding of non-responsibility.

In addition, during the term of this Contract, the Vendor shall not make an offer of employment or use confidential information in a manner proscribed by the Code of Ethics and Financial Disclosure dated March 11, 2014, as may be revised, (a copy of which is available upon request to the Office of the Secretary of the Port Authority).

The Vendor shall include the provisions of this clause in each subcontract entered into under this Contract.

6. CONFLICT OF INTEREST

During the term of this Contract, the Contractor shall not participate in any way in the preparation, negotiation or award of any contract (other than a contract for its own services to the Authority) to which it is contemplated the Port Authority may become a party, or participate in any way in the review or resolution of a claim in connection with such a contract if the Contractor has a substantial financial interest in the Contractor or potential Contractor of the Port Authority or if the Contractor has an arrangement for future employment or for any other business relationship with said Contractor or potential Contractor, nor shall the Contractor at any time take any other action which might be viewed as or give the appearance of conflict of interest on its part. If the possibility of such an arrangement for future employment or for another business arrangement has been or is the subject of a previous or current discussion, or if the Contractor has reason to believe such an arrangement may be the subject of future discussion, or if the Contractor has any financial interest, substantial or not, in a Contractor or potential Contractor of the Authority, and the Contractor's participation in the preparation, negotiation or award of any contract with such a Contractor or the review or resolution of a claim in connection with such a contract is contemplated or if the Contractor has reason to believe that any other situation exists which might be viewed as or give the appearance of a conflict of interest, the Contractor shall immediately inform the Chief Procurement Officer in writing of such situation giving the full details thereof. Unless the Contractor receives the specific written approval of the Chief Procurement Officer, the Contractor shall not take the contemplated action which might be viewed as or give the appearance of a conflict of interest. The Chief Procurement Officer may require the Contractor to submit a mitigation plan addressing and mitigating any disclosed or undisclosed conflict, which is subject to the approval of the Chief Procurement Officer and shall become a requirement, as though fully set forth in this Contract. In the event the Chief Procurement Officer shall determine that the performance by the Contractor of a portion of its Services under this Agreement is precluded by the provisions of this numbered paragraph, or a

portion of the Contractor's said Services is determined by the Chief Procurement Officer to be no longer appropriate because of such preclusion, then the Chief Procurement Officer shall have full authority on behalf of both parties to order that such portion of the Contractor's Services not be performed by the Contractor, reserving the right, however, to have the Services performed by others and any lump sum compensation payable hereunder which is applicable to the deleted work shall be equitably adjusted by the parties. The Contractor's execution of this document shall constitute a representation by the Contractor that at the time of such execution the Contractor knows of no circumstances, present or anticipated, which come within the provisions of this paragraph or which might otherwise be viewed as or give the appearance of a conflict of interest on the Contractor's part. The Contractor acknowledges that the Authority may preclude it from involvement in certain disposition/privatization initiatives or transactions that result from the findings of its evaluations hereunder or from participation in any contract, which results, directly or indirectly, from the Services provided by the Contractor hereunder. The Port Authority's determination regarding any questions of conflict of interest shall be final.

7. DEFINITIONS

As used in this section, the following terms shall mean:

Affiliate - Two or more firms are affiliates if a parent owns more than fifty percent of the voting stock of each of the firms, or a common shareholder or group of shareholders owns more than fifty percent of the voting stock of each of the firms, or if the firms have a common proprietor or general partner.

Agency or Governmental Agency - Any federal, state, city or other local agency, including departments, offices, public authorities and corporations, boards of education and higher education, public development corporations, local development corporations and others.

Investigation - Any inquiries made by any federal, state or local criminal prosecuting and/or law enforcement agency and any inquiries concerning civil anti-trust investigations made by any federal, state or local governmental agency. Except for inquiries concerning civil anti-trust investigations, the term does not include inquiries made by any civil government agency concerning compliance with any regulation, the nature of which does not carry criminal penalties, nor does it include any background investigations for employment, or Federal, State, and local inquiries into tax returns.

Officer - Any individual who serves as chief executive officer, chief financial officer, or chief operating officer of the Bidder by whatever titles known.

Parent - An individual, partnership, joint venture or corporation which owns more than 50% of the voting stock of the Bidder.

If the solicitation is a Request for Proposal:

Bid - shall mean Proposal;

Bidder - shall mean Proposer;

Bidding - shall mean submitting a Proposal.

In a Contract resulting from the taking of bids:

Bid - shall mean bid;

Bidder - shall mean Bidder; except and until the Contract has been awarded, then it shall mean Vendor.

Bidding - shall mean executing this Contract.

In a Contract resulting from the taking of Proposals:

Bid - shall mean Proposal;

Bidder - shall mean Proposer;

**APPENDIX C
VENDOR DETAIL SHEET
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
OPERATION SERVICES DEPARTMENT
CENTRAL AUTOMOTIVE DIVISION
241 ERIE STREET, ROOM 307
JERSEY CITY, NJ 07310-1397**

Date: May, 2016
Code: G515-4845

SPECIFICATIONS FOR: ATTENUATOR TRUCKS

The Vendor shall complete all applicable areas in the following sections.

Vendor _____
Address _____

Contact _____
Telephone # _____ Email _____

Parts Supplier _____
Address _____

Contact _____
Telephone # _____ Email _____

Technical Asst. _____
Address _____

Contact _____

Telephone # _____ Email _____

Delivery of first unit _____ days after receipt of order

Delivery of each additional unit _____ days between units

Final unit delivery _____ months

VENDOR DETAILS PERTAINING TO ATTENUATOR TRUCKS

1. General

Chassis Make _____

Model _____

GVWR _____ lbs Drive

type _____

GAWR Front _____ lbs GAWR

Rear _____ lbs

Curb Weight _____ lbs

Cab Type _____

Wheelbase _____ in.

Cab to Axle Length _____ in.

Overall length attenuator stowed _____ in

Overall length attenuator deployed _____ in

Overall width _____ in.

Height with attenuator stowed _____ in.

2. Engine

Engine Type:

Make _____ Model _____

Number of cylinders _____

Piston displacement _____ in³

SAE certified horsepower _____ hp @ _____ rpm

Torque: _____ ftlbs @ _____ rpm

Maximum governed speed _____ rpm

Emissions Certification _____

Exhaust Discharge _____

Top road speed _____ mph

Max dB(A) in the cab _____ dB(A)

3. Transmission:

Make _____ Model _____

Type _____

4. Brakes

Make _____ Model _____

Traction Control Through Braking System Yes No

Supplemental brake holding devise:

Make _____ Model _____

Power unit location _____

Axles _____

Actuation _____

5. Front Steering Axle and Suspension

Front axle make _____ Model _____

Rating _____ lbs

Axle tread _____ in

Type _____

Suspension rating _____ lbs

Wheels

Type _____

Rim Size _____ in Capacity _____ lbs

Tires

Make _____ Model _____

Size _____

Inflation pressure (psi) Front _____ psi

Speed restrictions _____

6. Rear Drive Axle and Suspension

Rear axle make _____ Model _____

Rating _____ lbs

Axle tread _____ in.

Type _____

Axle ratio _____ Type

drive _____

Suspension rating _____ lbs

Wheels

Type _____

Rim Size _____ in Capacity _____ lbs

Tires

Make _____ Model _____

Size _____

Inflation pressure (psi) Front _____ psi

Speed

restrictions _____

Dual tire pressure equalization system

Type _____

7. Frame

Material _____

Yield strength _____

Section modulus _____

RBM _____

8. Cab

Cab Type _____

Mirror type _____

Seat cover material _____

Color _____

Driver seat type_____

Passenger seat_____

9. Alternator

Make_____ Model_____

Voltage_____V

Max capacity_____A Capacity at idle_____A

10. Battery

Make:_____ Model_____

Qty_____

Cold-cranking_____ amp @ 0°F

Location_____

11. Battery Charger

Make_____ Model_____

Output_____amp _____V

Connection

Type_____

12. APU

Make_____ Model_____

Type_____

Engine Manufacturer_____ Engine

model_____ Engine rated horsepower_____ hp

12V DC Generator capacity_____A

Voltage for APU automatic start-up_____V

APU scheduled maintenance interval_____hr

Controller operation

description_____

13. Fuel Tank

Fuel capacity_____gal. Location_____ Tank

Material_____

Secondary Pickup Type_____ Reserve

Capacity_____gal

14. Body

Bed Construction_____

Bed Mounting_____

Material_____ Usable length_____in

Approx weight_____lbs

Type nonskid used_____

Stake Rail Type & Configuration_____

Attachment_____ Height_____in

15. Exterior Lighting

Work lights

Make_____ Model_____

Quantity_____

Mounting_____

Backup alarm

Make_____ Model_____

Beacon lights

Make_____ Model_____

Quantity_____

FMVSS 108 lighting

Make_____

16. Attenuator:

Make_____ Model_____

Classification_____

Type_____

Stowed Height_____in

Distance from back bumper to end of attenuator

Deployed_____in Stowed_____in

17. Attenuator Control System

Controller Locations_____

Operation_____

18. Directional Arrow Board

Make_____ Model_____

Classification_____

Type_____

Size_____in x _____in

Location_____

Mounting_____

Height Deployed_____in Height Stowed_____in

Controller Locations_____

Average current draw bright_____A Dim_____A

19. Backup Camera

Make_____ Model_____

Resolution_____pixles

Quantity _____ Night time capable Yes No

Screen Size _____ in x _____ in Resolution _____ pixles

Make _____ Model _____

20. DVR system:

Make _____ Model _____

Storage _____ GB

Event recording time Pre _____ hrs

Post _____ hrs

Camera Make _____ Model _____

Resolution _____ pixles

Quantity _____ Night time capable Yes No

Recording time, all 4 camerals _____ hrs

21. Finishing & Painting

Cab Color _____ Stake color _____ Body
color _____

Paint manuf. _____ System _____

Primer _____

Base & top coat _____

22. Options

Option 1: Diesel Engines

Make: _____ Model: _____

Number of cylinders _____

Piston displacement _____ in³

SAE Certified horsepower _____ ftlbs @ _____ rpm

Torque: _____ hp @ _____ rpm

Maximum governed speed: _____ rpm

Emissions Certification _____

Particulate trap Yes/ No

Regeneration required Yes/ No

Diesel oxidation catalyst Yes/ No
 Diesel exhaust fluid: Yes / No If yes _____ gal
 Location of exhaust discharge _____
 Fuel system
 Heated fuel/water separator Make _____ Model _____
 Fuel tank capacity _____ gal. Location _____
 Secondary Pickup Type _____ Reserve Capacity _____ gal
 APU:
 Make _____ Model _____
 Type _____
 Engine Manufacturer _____ Engine
 model _____ Engine rated horsepower _____ hp
 12V DC Generator capacity _____ A
 Voltage for APU automatic start-up _____ V
 APU scheduled maintenance interval _____ hr
 Controller operation description _____

Option 2: 17-18 FT Body Length & 29,000 LBS GVWR

GVWR _____ lbs
 Curb Weight Gas _____ lbs,
 Diesel _____ lbs
 Front axle make _____ Model _____
 GAWR _____ lbs
 Axle tread _____ in
 Type _____
 Suspension rating _____ lbs
 Rim Size _____ in Capacity _____ lbs
 Tire make _____ Model _____
 Size _____

Inflation pressure _____ psi

Speed

restrictions _____

Rear axle make _____ Model _____

GAWR _____ lbs

Axle tread _____ in

Type _____

Suspension rating _____ lbs

Rim Size _____ in Capacity _____ lbs

Tire make _____ Model _____

Size _____

Inflation pressure _____ psi

Speed

restrictions _____

Usable body length _____ in Body weight _____ lbs

Wheelbase _____ in

Cab to Axle Length _____ in.

With TL-2 Attenuator

Overall length attenuator stowed _____ in

Overall length attenuator deployed _____ in

Option 3: Sign Cage

Interior

size _____ in

Location _____ Height above ground _____ in

Option 4: TL-3 Attenuator

Make _____ Model _____

Classification _____

Type _____

Stowed Height _____ in, Maximum height during

deployment _____ in

Distance from back bumper to end of attenuator

Deployed_____in Stowed_____in

Option 5: Radar Speed Display Sign

Make_____ Model_____

Average current draw bright_____A Dim_____A

Option 6: Communication Radio Installation

Radio location_____

APPENDIX F - WARRANTIES
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
OPERATION SERVICES DEPARTMENT
CENTRAL AUTOMOTIVE DIVISION
241 ERIE STREET, ROOM 307
JERSEY CITY, NJ 07310-1397

List all warranties provided. Identify each below, and attach all terms and conditions for each vehicle.

STANDARD WARRANTIES	Years or Months	Miles/Hrs

Details of standard warranties delineating items covered and not covered by the warranty as well as terms and conditions of the coverage to be provided with RFQ

OPTIONAL WARRANTIES	Years or Months	Miles/Hrs	Cost/Vehicle
1.			
2.			
3.			
4.			
5.			
6.			
7.			

Details of optional warranties delineating items covered and not covered by the warranty as well as terms and conditions of the coverage to be provided if requested.

APPENDIX G - PRICING SHEET
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
OPERATION SERVICES DEPARTMENT
CENTRAL AUTOMOTIVE DIVISION
241 ERIE STREET, ROOM 307
JERSEY CITY, NJ 07310-1397

	<u>Unit Price</u>
Base Attenuator Truck	\$ _____
Airport Operations Striping & Decals	\$ _____
Non Airport Striping & Decals	\$ _____
Option 1, Diesel Engines	\$ _____
Option 2, 17-18ft Body Length and 29,000 GVWR	\$ _____
Option 3, Traffic Sign Cage	\$ _____
Option 4, TL-3 Attenuator System	\$ _____
Option 5, Radar Speed Display Sign	\$ _____
Option 6, Communication Radio Installation	\$ _____

PRICE FOR EACH VEHICLE
(Shaded cells indicate items that are not included on that specific vehicle)

ATTENUATOR TRUCK PRICING SHEET						Option 1 +	Option 2 +	Option 3 +	Option 4 +	Option 5 +	Option 6 =	Vehicle Price
	Facility of Delivery	New Vehicle Number	Base Vehicle Price	Striping & Decals	Striping & Decal Price	Diesel Engine Price	17-18ft Body 29,000lbs GVWR Price	Sign Cage Price	TL-3 Attenuator Price	Speed Sign Price	Radio Installation Price	
1	EWR	40281										
2		42842		Airport Ops								
3		40302										
4		40261		Non Airfield								
5	GWB	40081										
6		40091		Non Airfield								
7		40171										
8		40181										
9	JFK	40291										
10		42822										
11		42852		Airport Ops								
12		40205										
13		40215										
14		40225										
15	Central Auto Shop	40061										
16		40143		Non Airfield								
17		40191										
18		40241										
19		42812										
20	LT	40041										
21		40051										
22		40111		Non Airfield								
23		40121										
24		40031										
25	SIB	40071										
26		42832		Non Airfield								
27		40251										
								TOTAL BID PRICE				

TOTAL BID PRICE \$ _____

DOMESTIC CONTENT AND ASSEMBLY CERTIFICATION

WHERE POSSIBLE, EVERY EFFORT SHALL BE MADE TO MEET THE FOLLOWING:

AT LEAST SIXTY (60%) PERCENT (VALUE) OF A VEHICLE'S COMPONENTS AND SUBCOMPONENTS TO BE PRODUCED IN THE UNITED STATES OR CANADA; FINAL ASSEMBLY TAKING PLACE IN THE UNITED STATES AND ALL EQUIPMENT BE PURCHASED FROM A DOMESTIC SUPPLIER.

- Bidder certifies unit(s) meets domestic content and assembly requirements.**
- Bidder's unit(s) does not meet domestic content and assembly requirements.**

(Signature)

____ / ____ / ____
(Date)

(Print Name)

(Title)