SUPPORT DOCUMENTATION
For
MV1 (low floor)

The documents in this section are being submitted as required in the RFP document for the Low Floor Mini Van. Each is listed below and is referenced by location in the RFP where they can be found and are in the same order as the RFP.

1. Attachment H, page 1 item 6: Specifications and accessory option sheets
   See item 11 (b) below
2. Attachment H, page 2, item 7: Vehicle warranty information
3. Attachment H, page 2 item 8: Vehicle recommended maintenance schedule(s)
4. Attachment H, page 2, item 13: Certification of standard safety equipment included
5. Attachment H, page 2, item 16: Certification of no dealer plates installed.
6. Attachment I, page 10, Exterior Paint: List of available exterior colors. These will be found under #11 (f) below
7. Attachment I, page 11, Front Passenger Seat: Description of quick release front seat
8. Attachment I, page 15, Securement Systems: Detailed description of Securement systems. This will be found under #11 (j) below.
9. Attachment I, page 16 Vehicle Testing: Certification of compliance with requirements of testing. This will be included under #11 (d) below.
10. Attachment I, page 70: Copy of letter for DBE goals filed with FTA.
11. Attachment I, section 2.4
    (a): List of any exceptions or deviations
    (b): Description of vehicle and equipment
    (c): Certification of Federal Motor Vehicle Compliance (FMVSS)
    (d): Copy of test report from Altoona, PA
    (e): Copies of proposed floor plans
    (f): List of standard or available exterior paint colors
    (g): List of authorized service facilities per section 2.5 of Attachment I (see Tab #5 Exhibit F-2)
    (h) Ramp information
    (j): Securement system information
    (k): Occupant restraint information
    (l): Forward facing fold-a-way seat information
    (n): Buy America certification, documentation

ITEM 1

SPECIFICATIONS
AND
ACCESSORY
OPTIONS

See item 11 (b)

ITEM #2

WARRANTY INFORMATION

MV-1 Vehicle Warranty

1 Explanation of the MV-1 New Vehicle Limited Warranty

Mobility Ventures warrants new Vehicles as set forth in the Documents provided with the Vehicles. With exception of any warranties provided by law, the written Vehicle Warranty and the tire manufacturer's warranty are the only warranties applicable to new Vehicles.

WITH RESPECT TO THE DEALER'S ADMINISTRATION OF THE VEHICLE WARRANTY, THE WRITTEN VEHICLE WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR LIABILITIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR ANY LIABILITY FOR COMMERCIAL LOSSES BASED UPON NEGLIGENCE OR MANUFACTURER'S STRICT LIABILITY.

Mobility Ventures neither assumes nor authorizes anyone to assume for it any other obligation or liability in connection with Vehicles, and Mobility Ventures' maximum liability for breach of warranty is to repair or replace the affected part of the Vehicle. Mobility Ventures does not warrant any Vehicle, option, part or accessory acquired from any source other than Mobility Ventures Parts Operations. Dealer must expressly incorporate into all sales contracts for Vehicles the applicable Vehicle Warranties and provide a copy of all Warranties to the purchaser.

1.1 MV-1 LIMITED WARRANTY

The MV-1 is protected by an express limited warranty for a period of 3-years or 36,000 miles, whichever comes first, except for the Powertrain and Wheelchair Access Ramp. They are covered for a period of 5 years or 60,000 miles, whichever comes first. The vehicle is also protected by certain Federal and State emissions warranties explained in this section.

Wheelchair Access Ramp

The Mobility Ventures Wheelchair Access Ramp and all related mechanisms are covered for a term of 5 years or 60,000 miles, whichever occurs first. This applies to both the power ramp and the manual ramp system and covers all parts associated with ramp functionality. Any ramp failure that is a result of improper use or damage is not covered.

Power Swing Door

Mobility Ventures warrants that the Power Swing Door and all related mechanisms are covered for a term of 3 years or 36,000 miles, whichever occurs first. This applies to both the door and the parts associated with the door functionality. Any door failure that is a result of improper use or damage is not covered.

Power Liftgate

Mobility Ventures warrants that the Power Liftgate and all related mechanisms are covered for a term of 3 years or 36,000 miles, whichever occurs first. This applies to both the liftgate and the parts associated with the liftgate functionality. Any liftgate failure that is a result of improper use or damage is not covered.

Rust-Through Sheet Metal

Mobility Ventures warrants original sheet metal against rust-through perforation for 3 years or 36,000 miles, whichever comes first, unless regulated by state or federal mandates. Paint bubbling and surface corrosion are not covered by this warranty.

Battery

Mobility Ventures will warranty the original equipment battery for the term of 3-years or 36,000 miles, whichever comes first. The battery coverage is 18 months or 18,000 miles for 100% coverage. From 19 to 36 months or 18,001 to 36,000 miles, battery replacement is subject to proration charges

Powertrain Warranty Coverage

The Powertrain Warranty coverage applies to the repair or replacement of major internal components or assemblies of the engine, transmission, and drive axle. Powertrain Warranty coverage is for 5 years or 60,000 miles whichever comes first. **Some of these repairs require prior MOBILITY VENTURES authorization (signified with an *)**. Contact Dealer Support for assistance and to receive the necessary Prior Authorization Code (PAC).

The following is the list of components covered under the Powertrain Warranty:

ENGINE

- **All Internally Lubricated Parts ***
- **Cylinder Block ***
- **Cylinder Heads ***
- **Electronic Fuel Pump**
- **Engine Mounts**
- **Flywheel/Flex Plate ***
- **Manifold (Intake or Exhaust) ***
- **Manifold Bolts**
- **Oil Pan ***
- **Oil Pump ***
- **Powertrain Control Module (PCM)**
- **Seals and Gaskets ***
- **Thermostat**

- **Thermostat Housing**
- **Timing Chain Cover ***
- **Timing Chain ***
- **Valve Covers**
- **Water Pump**

TRANSMISSION / DRIVE AXLE

- **All Internal Transmission Parts ***
- **Seals and Gaskets ***
- **Torque Converter ***
- **Transmission Case ***
- **Transmission Mounts**
- **Axle Shafts ***
- **Center Support Bearing**
- **Drive Axle Housing ***
- **Drive Shaft / Propeller Shaft ***
- **Seals and Gaskets**
- **Universal Joints**
- **Constant Velocity Joints**

** Denotes repairs that require a Prior Authorization Code (PAC) from Dealer Support.*

1.2 Emissions Warranties – Overview

Mobility Ventures certifies that each new Vehicle, at the time of sale, is built, equipped, and conforms to the Environmental Protection Agency (EPA) regulations and, if applicable, California Air Resources Board (CARB) regulations. Mobility Ventures warrants that each new Vehicle is free from defects in materials or workmanship which cause it to fail to conform to EPA regulations and, if applicable, CARB regulations.

There are four separate emissions Warranties provided by Mobility Ventures in respect to new Vehicles, depending on where the Vehicle is registered and operated:

1) Federal Emissions Performance Warranty
2) Federal Emissions Defect Warranty
3) California Emissions Warranty – Short-Term Defect Warranty
4) California Emissions Warranty – Long-Term Defect Warranty

The following disclosure is required by federal law:

If you need more information about getting service under the **Federal Emissions Performance Warranty**, or if you want to report what you believe to be violations of the terms of this warranty, you may contact:

Director, Field Operations and Support Division (6406J)
Environmental Protection Agency
401 M Street, S.W.

Washington, D.C. 20460
Attn: Warranty Claim

1.2.1 Federal Emissions Warranty – Overview

Federal law requires certain emissions warranties and Mobility Ventures adheres to these federal emissions warranty standards. Mobility Ventures' Federal Emissions Warranty has two parts, a "Federal Emissions Performance Warranty" and a "Federal Emissions Defect Warranty."

For purposes of Warranty administration, the same parts and labor covered under the Federal Emissions Defect Warranty are covered under the Federal Emissions Performance Warranty. The only difference in administration of the two Federal Emissions Warranties is that determination of failure under the Federal Emissions Performance Warranty is based on a state or local U.S. Environmental Protection Agency (EPA) approved emissions inspection and maintenance (I/M) program.

1.2.1.1 Federal Emissions Performance Warranty

The Performance Warranty is a requirement of the Clean Air Act and is applicable to passenger Vehicles and light duty trucks operating in the states and local jurisdictions which have an EPA approved Emissions Inspect and Maintenance (I/M) Program.

If a Vehicle is reported as failing the test, the responsibility for determination of cause is that of the manufacturer. (A copy of the emission test results is to be provided to the Dealer/Service Center before repair.)

1.2.1.2 Federal Emissions Defect Warranty

During the Federal Emissions Defect Warranty period, Mobility Ventures warrants to the original owner and each subsequent owner of a Vehicle that;

1) The Vehicle is designed, built and equipped to conform at the time of sale to meet applicable Federal Regulations.
2) The Vehicle is free from defects in material and workmanship at the time of sale which would cause the Vehicle if conform to applicable Federal Regulations.
3) There will be no charge for diagnosis, repair, replacement or adjustments of parts containing an emissions-related defect. Applicable parts are listed under the "List of Parts Covered by Federal Emissions Warranty"

1.2.1.3 Federal Emissions Coverage Period

For catalytic converters, the electronic Powertrain Control Module (PCM) or any other onboard emissions control device, the warranty coverage period is 8 years or 80,000 miles (130,000 kilometers), whichever occurs first.

For all other covered parts, the warranty coverage period is 2 years or 24,000 miles (38,000 kilometers), whichever occurs first.

The start date for the Warranty Coverage Period is the date the original owner takes delivery of the Vehicle or the day the Vehicle is first put into service (for example, as a dealer demonstrator or Mobility Ventures-use Vehicle), whichever occurs first.

1.2.1.4 List of Parts Covered by Federal Emissions Warranty

List of Parts Eligible for the Federal Emissions Warranties

If the following parts contain an emissions-related defect, they are covered by the Federal Emissions Warranties:

- **Air Flow Sensor**
- **Air/Fuel Feedback Control System and Sensors**
- **Air Induction System**
- **Auxiliary Body Controller (ABC)****
- **Catalytic Converter**
- **Controls for Deceleration**
- **Electronic Ignition System**
- **Exhaust Pipe (Manifold to Catalyst)**
- **Electronic Engine Control Sensors and Switches**
- **Evaporative Emission Control System**
- **Exhaust Gas Recirculation (EGR) System**
- **Exhaust Manifold**
- **Fuel Filler Cap and Neck Restrictor**
- **Fuel Injection System**
- **Fuel Injector Supply Manifold**
- **Fuel Temperature and Pressure sensors**
- **Fuel Tank**
- **Fuel Tank Pressure Control Valve**
- **Ignition Coil and/or Control Module**
- **Intake Manifold**
- **Malfunction Indicator Lamp (MIL)/On-Board Diagnostic (OBD) System**
- **PCV system and Oil Filler Cap**
- **Powertrain Control Module (PCM)/[Engine Control Module (ECM)]**
- **Spark Control Components**
- **Spark Plugs and Ignition Wires**
- **Thermostat**
- **Throttle Body Assembly (MFI)**

* Includes hardware and emissions related software changes only.

** ABC Module on Compressed Natural Gas (CNG) Vehicles only.

Also covered by the two Federal Emissions Warranties are all emissions-related bulbs, hoses, clamps, brackets, tubes, gaskets, seals, belts, connectors, fuel lines, sensors, and wiring harnesses that are used with components on the list of parts above.

1.2.2 California Emissions Warranties – Overview

Mobility Ventures adheres to the California Emissions Warranty standard. This Warranty applies to Vehicles registered in the states that have adopted the California Emissions Warranty. The California Emissions Warranty, if applicable, is in addition to the Federal Emissions Warranties.

In California, new motor Vehicles must be designed, built, and equipped to meet the state's stringent anti-smog standards. These standards are administered by The California Air Resources Board (CARB).

The California Emissions Warranty will not apply if there has been abuse, neglect, or improper maintenance of the Vehicle (see "Vehicle Owner's Responsibilities for California Emissions Warranty").

Where a warrantable condition exists, Mobility Ventures will repair the Vehicle at no cost to the Vehicle owner, including diagnosis, parts, and labor. The start date for the Warranty Coverage Period is the date the original owner takes delivery of the Vehicle or the day the Vehicle is first put into service (for example, as a dealer demonstrator or Mobility Ventures-use Vehicle), whichever occurs first.

1.2.2.1 Short-Term Defect Warranty

For Vehicles eligible for California Emission Warranty coverage for 3 years or 50,000 miles, whichever first occurs:

1) If the Vehicle fails a Smog Check inspection, all necessary repairs and adjustments will be made to ensure that the Vehicle passes the inspection. This is referred to as the "short-term California emission control system performance warranty."
2) If any emissions-related part on the Vehicle is defective, the part will be repaired or replaced. This is referred to as the "short-term California emission control system defects warranty."

1.2.2.2 Long-Term Defect Warranty

If a covered part is defective in a Vehicle eligible for California Emission Warranty coverage, it will receive warranty coverage for 7 years or 70,000 miles (110,000 kilometers), whichever occurs first.

1.2.2.3 Vehicles Eligible for California Emissions Warranty Coverage

California Emission Warranty coverage applies if the Vehicle meets the following two requirements:

1) The Vehicle is registered in California or another state that has adopted the California emission and warranty regulations,* and;

2) The Vehicle is certified for sale in California as indicated on the Vehicle emission control information label.

* Other states adopting the California Emissions Warranty for passenger cars and light-duty trucks (up to 8,500 pounds GVWR) include; Connecticut, Maine, Massachusetts, New Jersey, Oregon, Pennsylvania, Rhode Island, Vermont and Washington.

NOTE: New York adopted California Emission Standards, but not the California Emissions Warranty.

1.2.2.4 List of Eligible Parts by California Emissions Warranty

If the following parts contain a defect, they are covered by the California Emissions Warranty:

- **Air Flow Sensor**
- **Air/Fuel Feedback Control System and Sensors**
- **Air Induction System**
- **Auxiliary Body Controller (ABC)***
- **Catalytic Converter**
- **Controls for Deceleration**
- **Electronic Ignition System**
- **Exhaust Pipe (Manifold to Catalyst)**
- **Electronic Engine Control Sensors and Switches**
- **Evaporative Emission Control System**
- **Exhaust Gas Recirculation (EGR) System**
- **Exhaust Manifold**
- **Fuel Filler Cap and Neck Restrictor**
- **Fuel Injection System**
- **Fuel Temperature and Pressure Sensors**
- **Fuel Injector Supply Manifold**
- **Fuel Tank**
- **Fuel Tank Pressure Control Valve**
- **Ignition Coil and/or Control Module**
- **Intake Manifold**
- **Malfunction Indicator Lamp (MIL)/On-Board Diagnostic (OBD) System**
- **PCV System and Oil Filler Cap**
- **Spark Control Components**
- **Spark Plugs and Ignition Wires**
- **Thermostat**

- **Throttle Body Assembly**

  * Includes hardware and emissions related software changes only.

  ** ABC Module on Compressed Natural Gas (CNG) Vehicles only.

1.2.2.5 Vehicle Owner's Responsibility for California Emissions Warranty

The Vehicle owner is responsible for the performance of the required maintenance listed in the Owner's Manual. Mobility Ventures recommends that the Vehicle owner retain all receipts covering maintenance on the Vehicle, but Mobility Ventures cannot deny warranty coverage solely for the lack of receipts or for the failure to ensure the performance of all scheduled maintenance.

Vehicle owner is responsible for presenting the Vehicle to an MV-1 Dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

Vehicle owner should also be aware that Mobility Ventures may deny warranty coverage if the Vehicle or a part has failed due to abuse, neglect, improper maintenance, or unapproved modifications.

For any questions regarding Vehicle owner's rights and responsibilities under the California Emissions Warranty, or to report what you believe to be violations of the terms of this warranty, the Owner may contact the Mobility Ventures Customer Assistance Hotline at 1-877-MV1-FORU (877-681-3678) or the California Air Resources Board at (800) 242-4450.

State of California Air Resources Board
Mobile Source Operations Division
P9528 Telstar Avenue
El Monte, California 91731-2990

1.2.3 Determining Eligibility for Emissions Warranty Coverage

All Vehicles are eligible for Federal Emissions Control System Warranty coverage. Do the following to further determine emissions eligibility:

1) Locate the under-hood emission control label located inside the engine compartment. If the emissions control label contains language stating the Vehicle conforms to the California Emissions regulations, the Vehicle may also be eligible for the California Emissions Warranty, depending on where it is registered. Also determine the gross vehicle weight (GVW) to determine if light, medium or heavy duty emissions coverage applies.
2) Determine if the repair is covered by the Federal Emissions Defect Warranty or the Federal Emissions Performance Warranty by asking the Vehicle owner if the Vehicle has failed a state I/M test. If so, request the test results form. If no test has been performed, all covered emission repairs are under the Federal Emissions Defect Warranty.

3) Once it is determined which Warranty coverage applies, determine that the Vehicle is still within the applicable time and mileage limits.
4) Check for reasonable evidence of Vehicle maintenance and perform diagnostics following appropriate section of the Service Manual. Once the cause of failure is determined, determine if the failed part is covered.
5) Determine if the failed part is a Genuine Part or a Non-Genuine Part "certified to EPA standards". Genuine Parts and "certified" Non-Genuine Parts are covered while uncertified Non-Genuine Parts are not covered.

1.2.4 Policies on Federal and California Emissions Warranties

Defects in material or workmanship in Genuine Parts related to emissions systems may also be covered by a Mobility Ventures Warranty. In any case, the Warranty with the broadest coverage applies. Dealer is to provide Warranty coverage beyond the 2 year/24,000 mile (Federal) and 3 year/50,000 mile (California) emissions Warranty coverage commensurate with the Genuine Parts Warranty.

The Federal Emissions Defect Warranty and the Federal Emissions Performance Warranty coverage overlap. For conditions resulting in the repair or replacement of a covered emission part, the repair is performed under the Defect Warranty. If it is determined that the Vehicle's emissions are out-of-compliance with a State emission Inspection/Maintenance Program (I/M), the repair is performed under the Performance Warranty. If a Vehicle is reported as having failed an I/M test, the I/M test results from the Vehicle owner or operator must be attached to the Repair Order.

Any part that is scheduled for replacement at a specific time or mileage is in accordance with the published maintenance schedule in the Owner's Manual is covered only up to the first replacement interval or applicable emission Warranty coverage period, whichever comes first.

Coverage is not contingent upon maintenance being performed by an authorized MV-1 dealer. However, Dealer should check for reasonable evidence of Vehicle's maintenance, particularly if lack of maintenance is suspected as the cause of or attributed to the emissions failure.

If a Vehicle failed an I/M test, determine the cause of failure using the diagnostic steps provided in the MV-1 Service Manual. If you need diagnostic assistance, contact Technical Assistance. Determine if the failed part(s) are Genuine Parts or Non-Genuine Parts labeled "Certified to EPA Standards". Failures of Non-Genuine Parts or caused by Non-Genuine Parts which have not been "Certified to EPA Standards" are not covered by either of the Federal Emissions Warranties.

The Federal Emissions Performance Warranty regulations require that an Owner be notified by the manufacturer within 30 days of presenting the Vehicle for repair, as to whether the repair is covered. If not covered, a notice of denial must be made in writing or penalties may apply.

Regulations prohibit adjustments or repairs intended only to pass a Vehicle I/M test. In accordance with catalytic converter tampering regulations, Dealers are cautioned against using Non-Genuine Part catalytic converters for Warranty or non-Warranty repairs.

Regardless of the parts used to repair the Vehicle (e.g., Genuine Parts or Non-Genuine Parts), coverage cannot be denied for emergency repairs to correct conditions that could render the Vehicle inoperable, such as stalling, if it is related to a covered Emissions Warranty component.

1.2.5 What is not covered by Emissions Warranties

The Emissions Warranties do not cover any part not listed in the Federal Emissions Warranty parts list or the California Emissions Warranty parts list. In addition, emissions Warranty coverage may be denied if the Vehicle or a part does not contain an emissions-related defect or has failed because of abuse, neglect, improper maintenance, or unapproved modifications. Coverage may also be denied for any of the reasons included in the "Items Not Covered by Warranty" section.

1.2.6 Dealer Certification (Applies to All Dealers and Service Centers)

THE DEALER CERTIFICATE DESCRIBED BELOW IS THE DEALER'S SOLE RESPONSIBILITY AND MOBILITY VENTURES IS NOT RESPONSIBLE IN ANY WAY FOR THE DEALER CERTIFICATE.

The Federal Emissions Performance Warranty regulations require that, upon delivery of each new Vehicle by Dealer to a purchaser, Dealer must furnish to the purchaser a certificate that the Vehicle complies with EPA requirements. This Dealer certification is imposed by the Clean Air Act and EPA regulations. Mobility Ventures does not provide certificate forms and Dealer is responsible for obtaining them from a supplier of dealer forms.

While the Dealer must be familiar with all EPA Dealer certification obligations, the following are some of the significant requirements of the referenced certification:

1) Based upon written notification by the manufacturer, Dealer has knowledge that the Vehicle is covered by an EPA Certificate of Conformity.
2) Based upon a visual inspection of the emission control devices, there are no apparent deficiencies in the installation of such devices by the manufacturer. An alternative to under-hood inspection is to ensure there are no set "On Board Diagnostic" (OBD) DTC codes.
3) Dealer has performed all emission control system preparation required by the manufacturer prior to the sale of Vehicle, as set forth in the current Pre-Delivery Service (PDI) check sheet furnished by the manufacturer.
4) This certification requirement does not constitute a representation by Dealer that the emission control system will perform properly.
5) The Dealer Certificate must also include a statement explaining that:

a. The Vehicle fails an EPA-approved emission test prior to the expiration of 90 days or 4,000 miles, and;
b. The Vehicle has been maintained and used in accordance with the written instructions for proper maintenance and use

Then repairs will be performed at no-charge under the Federal Emission Performance Warranty without regard to whether a penalty or sanction may be imposed upon the Vehicle owner.

ITEM #3

MAINTENANCE SCHEDULES

MV-1 Maintenance Schedule

NORMAL "NON-COMMERCIAL" DRIVING CONDITIONS

EVERY 7,500 MILES / 12,000 KILOMETERS

- ❑ Change engine oil and replace oil filter.
- ❑ Rotate tires, inspect tires for wear and measure tread depth.
- ❑ Inspect ramp operation and check tracks for debris and clean as necessary.
- ❑ Inspect the wheels and related components for abnormal noise, wear, looseness or drag.
- ❑ Lube all body hinges.
- ❑ Inspect engine air filter.
- ❑ Inspect automatic transmission fluid level.
- ❑ Inspect engine coolant level.
- ❑ Replace rear differential fluid (**first 7,500 mile service only**)

EVERY 15,000 MILES / 24,000 KILOMETERS

- ❑ Perform 7,500 Mile / 12,000 Kilometer Service.
- ❑ Replace engine air filter.
- ❑ Lubricate and inspect steering linkage, ball joints, suspension, tie rod ends, driveshaft, and U-joints.
- ❑ Inspect brake pads, rotors, and lines/hoses, and parking brake system. Ensure proper brake fluid level.
- ❑ Inspect rear axle shaft boots.
- ❑ Inspect exhaust system and heat shields.
- ❑ Inspect engine cooling system and hoses.

EVERY 22,500 MILES / 32,000 KILOMETERS

- ❑ Replace CNG High and Low Pressure In-Line Filters (CNG Fuel System Only)

EVERY 50,000 MILES / 80,000 KILOMETERS

- ❑ Replace rear differential fluid

EVERY 100,000 MILES / 160,000 KILOMETERS

- ❑ Perform 15,000 Mile / 24,000 Kilometer Service.
- ❑ Change Spark Plugs.
- ❑ Change Engine Coolant.
- ❑ Change Automatic Transmission Fluid and Filter.

MV-1 Maintenance Schedule

SPECIAL USE – COMMERCIAL FLEET DRIVING CONDITIONS

EVERY 5,000 MILES / 8,000 KILOMETERS

- ❑ Change engine oil and replace oil filter.
- ❑ Rotate tires, inspect tires for wear and measure tread depth.
- ❑ Inspect ramp operation and check tracks for debris and clean as necessary.
- ❑ Inspect the wheels and related components for abnormal noise, wear, looseness or drag.
- ❑ Lube all body hinges.
- ❑ Inspect engine air filter.
- ❑ Inspect automatic transmission fluid level.
- ❑ Inspect engine coolant level.

AT FIRST 7,500 MILE / 12,000 KILOMETER INTERVAL

- ❑ Replace rear differential fluid

EVERY 10,000 MILES / 16,000 KILOMETERS

- ❑ Perform 5,000 Mile / 8,000 Kilometer Service.
- ❑ Replace engine air filter.
- ❑ Lubricate and inspect steering linkage, ball joints, suspension, tie rod ends, driveshaft, and U-joints.
- ❑ Inspect brake pads, rotors, and lines/hoses, and parking brake system. Ensure proper brake fluid level.
- ❑ Inspect rear axle shaft boots.
- ❑ Inspect exhaust system and heat shields.
- ❑ Inspect engine cooling system and hoses.

32,000 KILOMETERS

- ❑ Perform 10,000 Mile / 16,000 Kilometer Service
- ❑ Replace CNG High and Low Pressure In-Line Filters (CNG Fuel System Only)

EVERY 50,000 MILES / 80,000 KILOMETERS

- ❑ Perform 10,000 Mile / 16,000 Kilometer Service.
- ❑ Replace automatic transmission fluid and filter.
- ❑ Replace rear differential fluid

EVERY 100,000 MILES / 160,000 KILOMETERS

- ❑ Perform 50,000 Mile / 80,000 Kilometer Service.
- ❑ Change Spark Plugs.
- ❑ Change Engine Coolant.

MV-1

MV-1 Maintenance Schedule

ROUTINE OWNER CHECKS AND SERVICES

Applies to both schedules

EVERY MONTH

- ❑ Check function of all interior and exterior lights.
- ❑ Check tires for wear and proper inflation (41 PSI / 283 KPA).
- ❑ Check engine oil level.
- ❑ Check windshield washer fluid level.
- ❑ Check ramp operation and clean ramp panels with bristle brush and water.

EVERY SIX MONTHS

- ❑ Check and clean wheelchair restraint tracks with bristle brush (no lubricants)
- ❑ Check and clean ramp tracks and panels (no lubricants)
- ❑ Check lap/shoulder seat belts and latches for wear and proper operation.
- ❑ Check power steering fluid level.
- ❑ Check windshield/rear window washer operation.
- ❑ Check condition of wiper blades (replace blades as necessary).
- ❑ Check parking brake for proper operation.
- ❑ Check and lubricate upper and lower door hinges and door check straps.
- ❑ Check safety warning lamps (ABS, Check Engine, etc.) for proper illumination at key on.
- ❑ Check engine coolant level.
- ❑ Check battery connections and clean as necessary.

EVERY 36 MONTHS

- ❑ Inspect Condition of CNG Fuel Tanks by your Authorized MV-1 Service Center. (CNG vehicles only)

ITEM #4

CERTIFICATION
OF
STANDARD
SAFETY
EQUIPMENT

Certification

This to certify that the vehicles proposed under this contract are equipped with all standard equipment installed by the OEM chassis manufacture related to safety and operation. We further certify that none of the OEM standard equipment related to safety and operation is removed from the vehicles.

Midwest Transit Equipment Inc.

Thomas D. Boldwin
Director of Governmental Sales

Date: September 18, 2015

ITEM #5

CERTIFICATION
OF
NO
DEALER
PLATES

Certification

This to certify that no dealer plates will be issued with any vehicles purchased under this contract.

Midwest Transit Equipment Inc.

Thomas D. Boldwin
Director of Governmental Sales

Date: September 18, 2015

ITEM #6 &11 (f)

LIST
OF
AVAILABLE
EXTERIOR
STANDARD
COLORS

(Found under item 11 (f) of this section)

ITEM #7

DESCRIPTION

OF

QUICK

RELEASE

FRONT

SEAT

Note: MV-1 does not offer quick release front seats.

ITEM #8

DESCRIPTION
OF
SECUREMENT
SYSTEMS

Located in tab 10 under item 11 (j)

ITEM #9 & 11 (d)

CERTIFICATION
OF
COMPLIANCE
WITH
TESTING

Located in tab 10 under item 11 (d)

ITEM #10

DBE/FTA
GOALS
LETTER

U.S. Department
of Transportation
**Federal Transit
Administration**

Headquarters

East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

October 20, 2014

Mobility Ventures (MV-1)
12200 Hubbard Street
Livonia, MI 48150

Attn: Kirk Alston

Re: TVM DBE Goal Concurrence – Fiscal Year 2015

Dear Mr. Alstom:

This letter is to inform you that the Federal Transit Administration's (FTA) Office of Civil Rights has received Mobility Ventures' Disadvantaged Business Enterprise (DBE) goal and methodology for FY 2015 for the period of October 1, 2014–September 30, 2015. This goal submission is required by the U.S. Department of Transportation's DBE regulations at 49 CFR Part 26 and must be implemented in good faith.

We have reviewed your FY 2015 DBE goal and determined that it is compliant with DOT's DBE regulations. You are eligible to bid on FTA-funded transit contracts. This letter or a copy of the TVM listing on FTA's website may be used to demonstrate your compliance with DBE requirements when bidding on federally funded vehicle procurements.

FTA reserves the right to remove/suspend this concurrence if your DBE program or FY 2015 DBE goal is not implemented in good faith. In accordance with this good faith requirement, you must submit your DBE Uniform Report to FTA by December 1, 2014. This report should reflect all FTA-funded contracting activity for the second period of FY 2014 (i.e., from April 1 to September 30).

Please also be mindful that your FY 2016 DBE goal methodology must be submitted to FTA by August 1, 2015. Therefore, you should publish your goal on or before June 17, 2015. Thank you for your cooperation. If you have any questions regarding this approval, please contact Britney Berry via e-mail at *britney.berry@dot.gov*.

Sincerely,

Dawn Sweet
Acting Title VI/DBE Team Leader
Office of Civil Rights

ITEM #11 (a)

LIST
OF
DEVIATIONS
OR
EXCEPTIONS

DEVIATION / EXCEPTION

IDOA RFP 16-011
LOW FLOOR MINIVAN SPECIFICATION

PRODUCT: MOBILITY VENTURE MV-1

Page: 9. Section: DOORS

SPECIFICATION: Only the driver's door shall be lockable by key from the exterior.

EXCEPTION: Because the MV-1 is a purpose built vehicle all door are made to be locked. MV-1 does not have an option to key the driver's door only.

DEVIATION / EXCEPTION

IDOA RFP 16-011
LOW FLOOR MINIVAN SPECIFICATION

PRODUCT: MOBILITY VENTURE MV-1

Page: 9. Section: DOORS

SPECIFICATION: *Rear Emergency Exit Door (Liftgate)*: The rear door (liftgate) shall be equipped with a manual device for opening from the inside and outside, which may be quickly released but designed to offer protection against accidental release. The opening device shall be easily reached from the interior of the vehicle

EXCEPTION: MV-1 is a purpose built vehicle with a driver and co-pilot doors, two large (36"X56") passenger doors and a rear liftgate door. Because the MV-1 is a purpose built vehicle they do not offer an interior opening device for the rear liftgate door. All other doors do have an interior opening device.

DEVIATION / EXCEPTION

IDOA RFP 16-011
LOW FLOOR MINIVAN SPECIFICATION

PRODUCT: MOBILITY VENTURE MV-1

Page: 9. Section: DOORS

SPECIFICATION: *Left Side Sliding Passenger Door*: An OEM-built second sliding door shall be provided on the rear passenger left side of the vehicle. Second stage manufacturer-built sliding doors are not acceptable for this specification. Door height opening shall be a minimum of 52 inches. Door width shall be as provided by the OEM. Door shall be equipped with an interlock system so that door cannot be opened from the inside or outside when fuel door is open.

EXCEPTION: MV-1 is a purpose built vehicle with two large (36"X56") passenger doors that are designed to swing out for loading. MV-1 does not have an option for sliding passenger doors.

DEVIATION / EXCEPTION

IDOA RFP 16-011
LOW FLOOR MINIVAN SPECIFICATION

PRODUCT: MOBILITY VENTURE MV-1

Page: 11. Section: FOLD AWAY REAR SEAT FOOTREST

SPECIFICATION: Full width, steel footrest for rear seat passengers with positive, up/down positions, manually operated. Top of footrest is minimum 7.25 inches above the floor. Powder coated to match interior floor/trim color.

EXCEPTION: MV-1 is a purpose built vehicle and does not have a footrest option for the rear seat.

DEVIATION / EXCEPTION

IDOA RFP 16-011
LOW FLOOR MINIVAN SPECIFICATION

PRODUCT: MOBILITY VENTURE MV-1

Page: 12. Section: MOBILITY AID POSITIONS

SPECIFICATION: Two mobility-aid positions will be provided on this vehicle. One position shall be located adjacent and to the right of the driver, and the other position shall be located immediately behind the driver as close to the left side of the vehicle as possible. Both positions shall be forward facing.

EXCEPTION: MV-1 is designed to have one wheel chair position adjacent and to the right of the driver, with the other position directly behind the first position. Both positions are forward facing.

ITEM #11 (b)

DESCRIPTION
OF
VEHICLE
AND
EQUIPMENT

2016

MOBILITY VENTURES

MVA

SE | DX | LX | MOBILITY VEHICLES

YOUR RIDE IS HERE

SE

DX

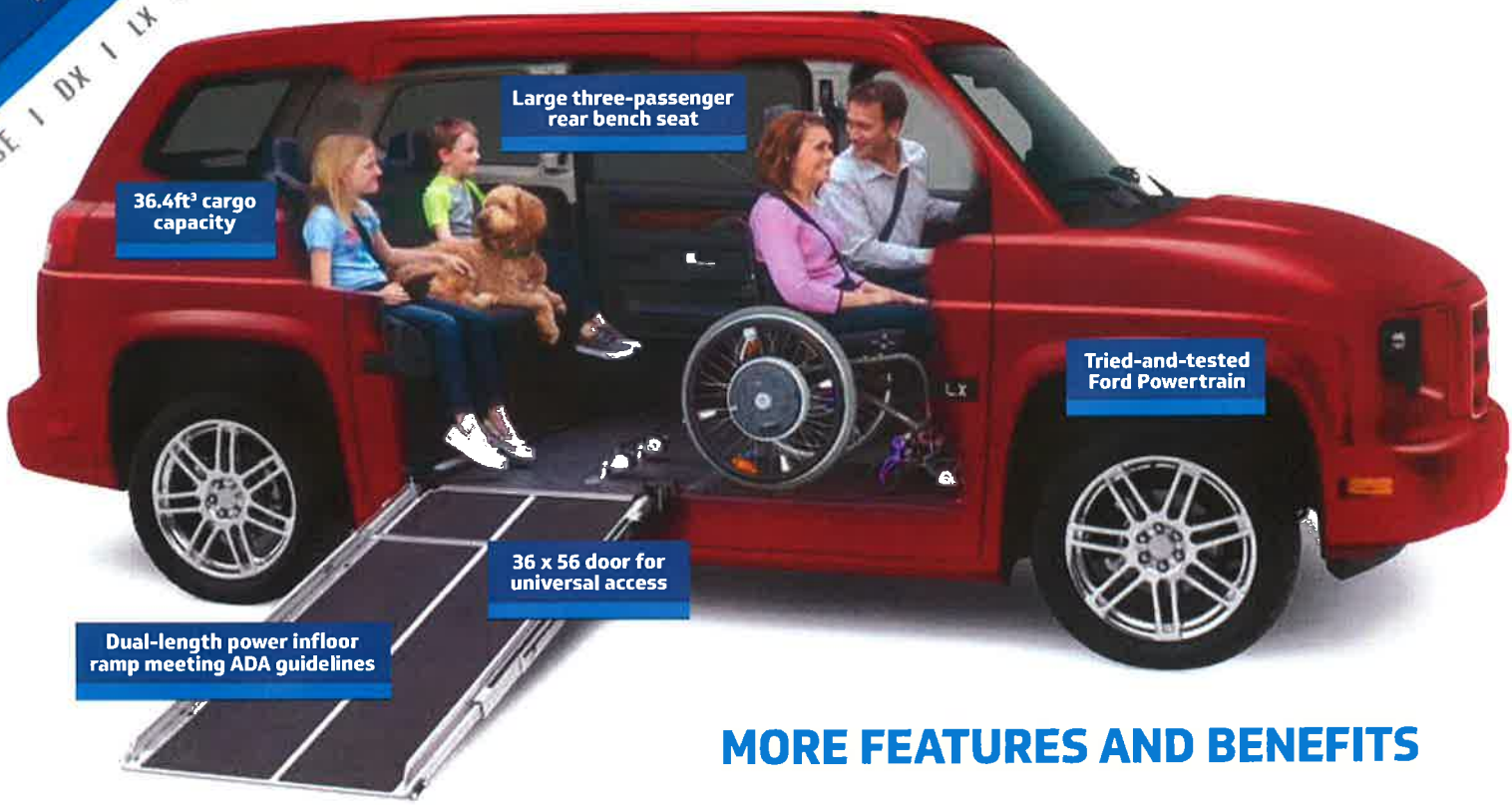
LX

SE MODEL AS BID

2016 MV-1 MOBILITY VENTURES MOBILITY VEHICLES

SE | DX | LX |

PURPOSE-BUILT FROM THE GROUND UP



MORE FEATURES AND BENEFITS

INSIDE AND OUT

An optional power door package and standard in-floor ramp make wheelchair access seamless and easy at the touch of a button on the key fob remote.

For those able to transfer and travel independently, the road is open to you with optional dealer-installed hand controls. You can also choose an aftermarket transfer seat to make it even easier.

FEATURES AND SPECIFICATIONS

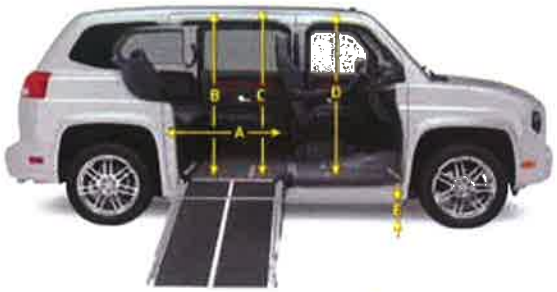
	SE	DX	LX
CHASSIS			
akes: four-wheel disc • power-assisted with anti-lock • stability control • dynamic rear proportioning and traction control • foot operated parking brake.	S	S	S
Exhaust System: full stainless steel	S	S	S
Low Floor Design: 6" ground clearance • 15" step-in height	S	S	S
Electronic Stability Control: dynamic rear proportioning	S	S	S
Suspension System: rear self-leveling • air	S	S	S
CONVENIENCE			
Air Conditioning	S	S	S
Air Conditioning Upfit: Pro-Air® rear air & heat	O	O	O
Cupholder: 2 front • 2 rear	S	S	S
Power Outlets: 2 front • 2 rear	S	S	S
Driver Convenience Package: cruise control • center console package with cupholder • additional power outlet	O	S	S
Key Fob	S	S	S
Key Fob: additional	O	S	S
Storage: open bin in passenger-side instrument panel • driver's seat storage pouch	S	S	S
POWERTRAIN			
Ford 3.7L 4V EFI V6 Unleaded Gasoline (fuel economy: 14 city • 16 hwy • 15 combined)	S	S	S
FLOOR COVERING			
Anti-slip • meets ADA/CSA-D409-02 guidelines	S	S	S
LX TRIM PACKAGE			
Interior: rosewood accent trim • ebony colored leather appointed upholstery in a quilted diamond stitched pattern • leather wrapped steering wheel • driver's seat floor mat • ebony wrapped door trim odules • chrome door pulls • lower doors trimmed in ebony carpet	N/A	N/A	S
erior: distinctive fascia with body color center grille & chrome • exterior mirrors with turn signal • LX badge on the black body side moldings • medium window tint on rear and cargo area windows	N/A	N/A	S
MIRRORS			
Left & right exterior • power adjustable • manual folding	S	S	N/A
Left & right exterior with turn signal • power adjustable • manual folding	N/A	N/A	S
POWER DOOR ENTRY PACKAGE (AVAILABLE LATE 2015)			
Includes 2 keyfobs to control the rear accessible door & power ramp	N/A	O	O

S = STANDARD | **B = BASE** (Can be upgraded with option) | **O = OPTIONAL**

	SE	DX	LX
RADIO			
AM/FM with CD/MP3 • Aux Input • Clock & Antenna	O	B	N/A
Enhanced Radio: (AM/FM/CD/MP3/DVD) • Clock • 7" Touch Screen and Controls • Menu Select • Bluetooth Capable • Sirius Satellite Radio with Tuner • Includes Medium Window Tint • backup camera	N/A	O	B
Enhanced Radio with Navigation (includes backup camera)	N/A	O	O
RAMP			
Manual In-floor Ramp (one deployment length with 1:4.1 slope. Meets ADA/CSA-D409-02 guidelines)	S	N/A	N/A
Power In-floor Ramp (short deployment with 1:4.4 slope; long deployment with 1:6 slope. Meets ADA/CSA-D409-02 guidelines)	N/A	S	S
SEATING			
Bench Seat: seats 3 adults comfortably with 3-point seatbelts for each position	S	S	S
Driver's Seat: 6-way bucket adjustable • manual fore/aft and recline • power up/down	S	S	S
Jump Seat: rear-facing folding seat behind driver's seat for one additional ambulatory passenger	O	O	O
Upholstery: vinyl fabric (all rows)	S	S	N/A
Upholstery: leather appointed with quilted diamond stitching	N/A	N/A	S
WHEELCHAIR/OCCUPANT RESTRAINT			
Meets ADA/CSA-D409-02 guidelines • Includes 4 single retractors / 1 manual lap belt / 1 manual shoulder belt	O	S	S
WHEELS			
17" – Steel Wheel with Center Cap	B	N/A	N/A
17" – Steel Wheel with Full Wheel Cover	O	B	N/A
17"– Aluminum Wheel with Chrome Center Cap	N/A	O	B
20" – Aluminum wheels with Chrome Center Cap	N/A	N/A	O
WINDOW TINT			
Industry Standard Window Tint	B	B	N/A
Medium Window Tint	O	O	S
WIPERS			
Front: low/high/intermittent	S	S	S
Rear: on/off with spray button	S	S	S

Dimensions, features and specifications are subject to change. Photography may show optional equipment avaiable at additional cost. See your dealer for complete details.

SPECIFICATIONS



Access Door Usable Width	A	36 in	914 mm
Access Door Usable Height	B	56 in	1422 mm
Interior Height (Rear Wheelchair Position)	C	59.5 in	1511 mm
Interior Height (Front Wheelchair Position)	D	58.3 in	1481 mm
Minimum Ground Clearance	E	6 in	152 mm
Interior Width at B Pillars	F	64.5 in	1638 mm
Interior Floor Length	G	81.5 in	2070 mm
Ramp Length (Manual)	H	63.75 in	1619 mm
Ramp Length (Power, Short Deployment)	H	69.5 in	1765 mm
Ramp Length (Power, Long Deployment)	H	92.25 in	2343 mm
Usable Ramp Width	I	30 in	762 mm
Mirror to Mirror Width	J	79.69 in	2024 mm

IT'S NOT ABOUT WHAT WE SAY, IT'S ABOUT WHAT OUR OWNERS SAY

Every MV-1 on the road has a story behind it. From the young family running the daily errands of everyday life, to the couple realizing their dream of traveling the country in retirement, the MV-1 helps make it all possible. Visit our blog at mv-1.us/stories to read about how the MV-1 has helped wheelchair users of all ages stay connected to the people and places they care about.

MOBILITY VENTURES MV-1®

105 North Niles Avenue • South Bend, IN 46617

Phone: 877-681-3678

Email: info@mv-1.us

WHY MV-1?

The MV-1 is a street-ready, spacious, great-driving, vehicle that's easy to operate, easy to enter and exit, and meets or exceeds the guidelines of the Americans with Disabilities Act (ADA) the moment it rolls off the assembly line. It's the one vehicle on the road designed and built for accessibility, from the ground up.

ITEM #11 (c)

CERTIFICATION
OF
FMVSS
COMPLIANCE

Mobility Ventures LLC
105 N. Niles Ave.
South Bend, IN 46617

INTERNAL MEMORANDUM

TO: Pat Kemp
Executive Vice President

FROM: John Smreker
VP Engineering

RE: Declaration of United States Regulatory Certification for the 2015 MV-1 Gasoline Variant

DATE: March 31, 2015

The purpose of this memorandum is to declare current compliance to applicable Title 49 (Transportation) requirements in the Code of Federal Regulations for the 2015 MV-1 Gasoline variant model. The official NHTSA identification for the Mobility Ventures LLC (MV) manufactured MV-1 is shown below.

VIN POSITION	DESCRIPTION	CODES
1,2,&3	WMI (assigned by SAE)	57W
4	Make/Line	M = MV-1/MV-1
5	Series	S = S series D = D series L = L series
6	Body Type/Restraint	1 = Four door wheelchair accessible; One driver seat w/ air bag & manual 3-pt safety belts; No front passenger seat w/ space used for wheelchair accessibility & optional wheelchair restraint package including 4 retractors & manual 3-pt safety belt; Rear bench seat w/ three manual 3-pt safety belts 2 = Four door wheelchair accessible; One driver seat position w/ air bags (side curtain, thoracic, steering wheel) & manual 3-pt safety belts; No front passenger seat w/ space used for wheelchair accessibility & optional wheelchair restraint package including 4 retractors & manual 3-pt safety belt; Rear bench seat w/ three manual 3-pt safety belts
7	Engine Type	A = V8 Gasoline, 4.6 Liters, 248 Hp B = V8 CNG, 4.6 Liters, 213 Hp C = V6 Gasoline, 3.7 Liters, 275 Hp D = V6 CNG, 3.7 Liters, 275 Hp
8	GVWR	6 = 6600 lbs
9	Check Digit	Calculated Checksum
10	Model Year	D = 2013 E = 2014 F = 2015 G = 2016 H = 2017
11	Plant Location	M = Mishawaka, IN USA
12,13,14,15,16,17	Sequential Production Number	000001 000002

Through thorough examination of product design, analysis and testing, MV Engineering Leadership is confirming that the 2015 MV-1 Gasoline variant model, and all its sub-systems and components, meet the applicable subject specifications referenced above. This includes section 571-Federal Motor Vehicle Safety Standards (FMVSS).

Prior to the acquisition of the MV-1 line by Mobility Ventures LLC in 2013, the MV-1 line was owned by The Vehicle Production Group LLC ("VPG"), and assembled pursuant to an Assembly and Services Agreement by AM General LLC, the parent company of Mobility Ventures. While the line was owned by VPG, through thorough examination of product design, analysis and testing, VPG Engineering Leadership confirmed that the 2011 MV-1 Gasoline variant model, and all its sub-systems and components, meets the applicable subject specifications referenced above. This includes section 571-Federal Motor Vehicle Safety Standards (FMVSS). Furthermore, there were no major content changes for the 2012, 2013 (which did not have a production run) or 2014 models, and each of these model year vehicles is considered compliant to the applicable specifications.

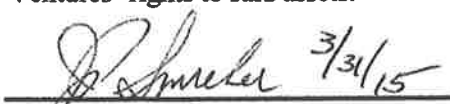
- For the 2014mid MV-1 Gasoline Variant, the applicable changes from the 2014 model were limited to the following:
  - §571.204 Standard No. 204; Steering control rearward displacement.
  - §571.214 Standard No. 214; Side impact protection.

  Excluding the above referenced changes, there were no major content changes for the 2014mid MV-1 Gasoline Variant from the prior year models referenced above, each of which is considered compliant to applicable specifications as set forth above.

- For the 2015 MV-1 Gasoline Variant, the applicable changes from the 2014mid model were limited to the following:
  - § 571.101 Std No. 101; Controls and displays.
  - § 571.102 Std No. 102; Transmission shift position sequence, starter interlock, & trans braking effect
  - § 571.103 Std No. 103; Windshield defrosting and defogging systems
  - § 571.126 Std No. 126; Electronic stability control systems.
  - § 571.135 Std No. 135; Light vehicle brake systems.
  - § 571.206 Std No. 206; Door locks and door retention components.
  - § 571.208 Std No. 208; Occupant crash protection.
  - § 571.301 Std No. 301; Fuel system integrity

  Excluding the above referenced changes, there were no major content changes for the 2015 MV-1 Gasoline Variant from the prior year models referenced above, each of which is considered compliant to applicable specifications as set forth above.

Mobility Ventures LLC therefore, to the extent applicable, carries over the attached certification declaration for the 2011, 2014 and 2014mid model years for the MV-1, to the extent that there have been no content changes to most systems from the 2011 MV-1 Gasoline variant model as confirmed by the VPG Engineering Leadership team. Mobility Ventures acquired the assets of VPG on September 26, 2013 and is providing the MV-1 to the public in the same configuration, with the same supply base, and with the same contract assembler (AM General LLC), all of which were confirmed as previously tested and certified by VPG. An available affidavit by Daniel Dell'Orto verifies the asset acquisition and Mobility Ventures' rights to said assets.



3/31/15

John Smreker
VP Engineering
Mobility Ventures LLC

FMVSS

Code of Federal Regulations

Title 49 – Transportation

2011 VPG MV-1 Conforms to these Standards

Chapter V – National Highway Traffic Safety Administration, Department of Transportation

• Part 38.23		ADA – Mobility Aid Accessibility
• 537		AUTOMOTIVE FUEL ECONOMY REPORTS
• 563		EVENT DATA RECORDER
• 564	564.1 to 564.5	REPLACEABLE LIGHT SOURCE INFORMATION (EFF. UNTIL 12-01-12)
• 565	565.1 to 565.26	VEHICLE IDENTIFICATION NUMBER (VIN) REQUIREMENTS
• 566	566.1 to 566.6	MANUFACTURER IDENTIFICATION
• 567	567.1 to 567.7	CERTIFICATION

Federal Motor Vehicle Safety Standards (FMVSS)

• § 571.101	Standard No. 101; Controls and displays.
• § 571.102	Standard No. 102; Transmission shift position sequence, starter interlock, and transmission braking effect.
• § 571.103	Standard No. 103; Windshield defrosting and defogging systems.

FMVSS

- § 571.104 Standard No. 104; Windshield wiping and washing systems.
- § 571.106 Standard No. 106; Brake hoses.
- § 571.108 Standard No. 108; Lamps, reflective devices, and associated equipment.
- § 571.110 Tire selection and rims and motor home/recreation vehicle trailer load carrying capacity information for motor vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or less.
- § 571.111 Standard No. 111; Rearview mirrors.
- § 571.113 Standard No. 113; Hood latch system.
- § 571.114 Standard No. 114; Theft protection and rollaway prevention.
- § 571.116 Standard No. 116; Motor vehicle brake fluids.
- § 571.118 Standard No. 118; Power-operated window, partition, & roof panel systems.
- § 571.124 Standard No. 124; Accelerator control systems.
- § 571.126 Standard No. 126; Electronic stability control systems.
- § 571.135 Standard No. 135; Light vehicle brake systems.
- § 571.138 Standard No. 138; Tire pressure monitoring systems.
- § 571.139 Standard No. 139; New pneumatic radial tires for light vehicles.

FMVSS

- § 571.201 — Standard No. 201; Occupant protection in interior impact.
- § 571.202a — Standard No. 202a; Head restraints; Mandatory applicability begins on September 1, 2009.
- § 571.204 — Standard No. 204; Steering control rearward displacement.
- § 571.205 — Standard No. 205, Glazing materials.
- § 571.206 — Standard No. 206; Door locks and door retention components.
- § 571.207 — Standard No. 207; Seating systems.
- § 571.208 — Standard No. 208; Occupant crash protection.
- § 571.209 — Standard No. 209; Seat belt assemblies.
- § 571.210 — Standard No. 210; Seat belt assembly anchorages.
- § 571.212 — Standard No. 212; Windshield mounting.
- § 571.214 — Standard No. 214; Side impact protection.
- § 571.219 — Standard No. 219; Windshield zone intrusion.
- § 571.225 — Standard No. 225; Child restraint anchorage systems.
- § 571.301 — Standard No. 301; Fuel system integrity.
- § 571.302 — Standard No. 302; Flammability of interior materials.

FMVSS

§ 571.303		Standard No. 303; Fuel system integrity of CNG vehicles.
§ 571.304		Standard No. 304; Compressed natural gas fuel container integrity.
573	573.1 to 573.14	DEFECT AND NONCOMPLIANCE RESPONSIBILITY AND REPORTS
574	574.1 to 574.10	TIRE IDENTIFICATION AND RECORDKEEPING
575	575.1 to 575.301	CONSUMER INFORMATION
576		RECORD RETENTION
579		REPORTING OF INFORMATION AND COMMUNICATIONS ABOUT POTENTIAL DEFECTS
580	580.1 to 580.17	ODOMETER DISCLOSURE REQUIREMENTS
582	582.1 to 582.5	INSURANCE COST INFORMATION REGULATION
583	583.1 to 583.17	AUTOMOBILE PARTS CONTENT LABELING
585		PHASE-IN REPORTING REQUIREMENTS

Jerry Brohl

VPG Chief Engineer, Vehicle Integration & Certification

VIN Deciphering

MV-1

Kevin Rahrig
Vice President Commercial Program Executive

Date: November 12, 2013

Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE W43-468
Washington, DC 20590
Attention: VIN Coordinator

RE: ADDITIONAL CORRECTION: Part 565 Vehicle Identification Number Deciphering Information for Mobility Ventures LLC

In accordance with 49 CFR Part 565, *Vehicle Identification Number Requirements*, Mobility Ventures LLC hereby re-submits information necessary to decipher the characters contained in its Vehicle Identification Numbers corrected as to the series type and code.

VIN POSITION	DESCRIPTION	CODES
1,2,&3	WMI (assigned by SAE)	57W
4	Line	M = MV 1
5	Series	S = S Series D = D Series L = L Series
6	Body Type	1 = Four door wheelchair accessible
7	Engine Type	A = V8 Gasoline B = V8 CNG C = V6 Gasoline D = V6 CNG
8	GVWR	5 = 6600 lbs
9	Check Digit	0
10	Model Year	D = 2013 E = 2014 F = 2015 G = 2016
11	Plant Location	M = Mishawaka
12,13,14,15,16,17	Sequential Production Number	000001 000002

Sincerely,

Kevin Rahrig
Vice President

Mobility Ventures LLC
105 N. Niles Avenue | South Bend, IN 46617 | 877 681-3678
www.mv-1.us

Certification Label & Tire Placard: MV

49 CFR Part 567 Certification Label and Associated Passenger Car Tire Placard

Mobility Ventures LLC
105 N. Niles Ave.
South Bend, IN 46617

Date: October 2, 2013

Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE W43-488
Washington, DC 20590

In accordance with 49 CFR Part 567, Certification, Mobility Ventures LLC hereby submits the sample manufacturer's certification label, and the associated sample passenger car tire placard in accordance with 49 CFR Part 571.110 paragraph S4.3.

MANUFACTURED BY MOBILITY VENTURES LLC — DATE OF MFG: 10/13 GVWR: 2994 KG (6600 LB)
ASSEMBLED BY AM GENERAL LLC

GAWR: FRONT - 1,633 KG (3,600 LBS) WITH P235/65R17 TIRES, 17 x 8.5 J RIMS AT 280 KPA (41 PSI) COLD

GAWR: REAR - 1,633 KG (3,600 LBS) WITH P235/65R17 TIRES, 17 x 8.5 J RIMS AT 280 KPA (41 PSI) COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: 57WMF1160DMXXXXXX — TYPE: MPV

TIRE AND LOADING INFORMATION

SEATING CAPACITY | TOTAL 6 | FRONT 2 | REAR 4

The combined weight of occupants and cargo should never exceed XXX kg. or XXXX lbs.

TIRE	SIZE	COLD TIRE PRESSURE	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT	P235/65R17 108T(XL)	280 KPA, 41 PSI	
REAR	P235/65R17 108T(XL)	280 KPA, 41 PSI	
SPARE	NONE	NONE	

57WMF1160DMXXXXXX

MV-1® Mobility Ventures LLC

ITEM #11 (d)

ALTOONA
TESTING
REPORT

6. BUS TESTING

The Contractor [Manufacturer] agrees to comply with 49 U.S.C. A 5323(c) and FTA's implementing regulation at 49 CFR Part 665 and shall perform the following:

1) A manufacturer of a new bus model or a bus produced with a major change in components or configuration shall provide a copy of the final test report to the recipient at a point in the procurement process specified by the recipient which will be prior to the recipient's final acceptance of the first vehicle.

2) A manufacturer who releases a report under paragraph 1 above shall provide notice to the operator of the testing facility that the report is available to the public.

3) If the manufacturer represents that the vehicle was previously tested, the vehicle being sold should have the identical configuration and major components as the vehicle in the test report, which must be provided to the recipient prior to recipient's final acceptance of the first vehicle. If the configuration or components are not identical, the manufacturer shall provide a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing.

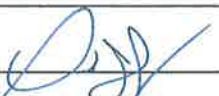
4) If the manufacturer represents that the vehicle is "grandfathered" (has been used in mass transit service in the United States before October 1, 1988, and is currently being produced without a major change in configuration or components), the manufacturer shall provide the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

CERTIFICATION OF COMPLIANCE WITH FTA'S BUS TESTING REQUIREMENTS

The undersigned [Contractor/Manufacturer] certifies that the vehicle offered in this procurement complies with 49 U.S.C. A 5323(c) and FTA's implementing regulation at 49 CFR Part 665.

The undersigned understands that misrepresenting the testing status of a vehicle acquired with Federal financial assistance may subject the undersigned to civil penalties as outlined in the Department of Transportation's regulation on Program Fraud Civil Remedies, 49 CFR Part 31. In addition, the undersigned understands that FTA may suspend or debar a manufacturer under the procedures in 49 CFR Part 29.

Date: September 2, 2015

Signature: 

Company Name: Mobility Ventures LLC

Title: Manager, Government Bids & Contracts

Note: The MV-1 is exempt from Bus Testing as evidenced by letter from the FTA submitted herewith.

U.S. Department
of Transportation
**Federal Transit
Administration**

1200 New Jersey Avenue SE
Washington, D.C. 20590

December 17, 2013

Kevin Rahrig
Vice President
Mobility Ventures LLC
105 Niles Avenue
South Bend, Indiana 46617

Dear Mr. Rahrig:

This is in response to your letter dated October 22, 2013 in which you requested assistance from the Federal Transit Administration (FTA) concerning the applicability of the Bus Testing Regulation (49 CFR Part 665) to the MV-1 paratransit vehicle offered to FTA grantees. Attached to your letter was a FTA letter dated May 16, 2011 stating that the MV-1 vehicle was considered exempt from the FTA Bus Testing requirements.

In your letter you informed FTA that Mobility Ventures LLC has acquired the assets of the Vehicle Production Group LLC (VPG) and that Mobility Ventures LLC will manufacture and distribute the MV-1 vehicle. The MV-1 will remain the same vehicle with respect to its design configuration, parts content, and parts suppliers. Additionally, the manufacturing process and facility will remain the same as well.

FTA has reviewed your request and assessed the applicability of the Bus Testing Regulation to the MV-1 vehicle. **FTA maintains the previous decision that the MV-1 is considered exempt from testing when offered for sale to FTA grantees in the four-year service life category.** FTA considers the MV-1 an *unmodified mass-produced van.*

> ***Unmodified mass-produced van*** means a van that is mass-produced, complete and fully assembled as provided by an OEM. This shall include vans with raised roofs, and/or wheelchair lifts, or ramps that are installed by the OEM, or by a party other than the OEM provided that the installation of these components is completed in strict conformance with the OEM modification guidelines.
>
> *Unmodified mass-produced vans are categorically exempted from testing by the Bus Testing Regulation only in the 4-year, 100,000-mile service life category; unmodified mass-produced vans offered in the 5-year, 150,000-mile (or higher) service life category are subject to testing.*

This determination is based on the information you provided or mentioned above. Should you make any other changes to the vehicle, testing may be required. **Additionally, if the MV-1 was offered to FTA grantees in the five-year or higher service life categories, full testing would be required.** If you require any further assistance with this or other matters concerning bus testing, please feel free to contact me at the address above, or by e-mail (gregory.rymarz@dot.gov), fax (202-366-3765), or telephone (202-366-6410).

Sincerely,

Gregory Rymarz
Bus Testing Program Manager
Office of Mobility Innovation, TRI-12

O:\TRI\BUSTEST\VPG-MV-1\Mob-Ventures-MV1-10222013-FTA-Testing-Exemption

ITEM #11 (e)

COPIES

OF

PROPOSED

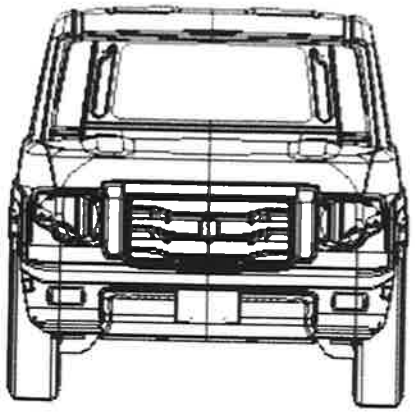
FLOOR

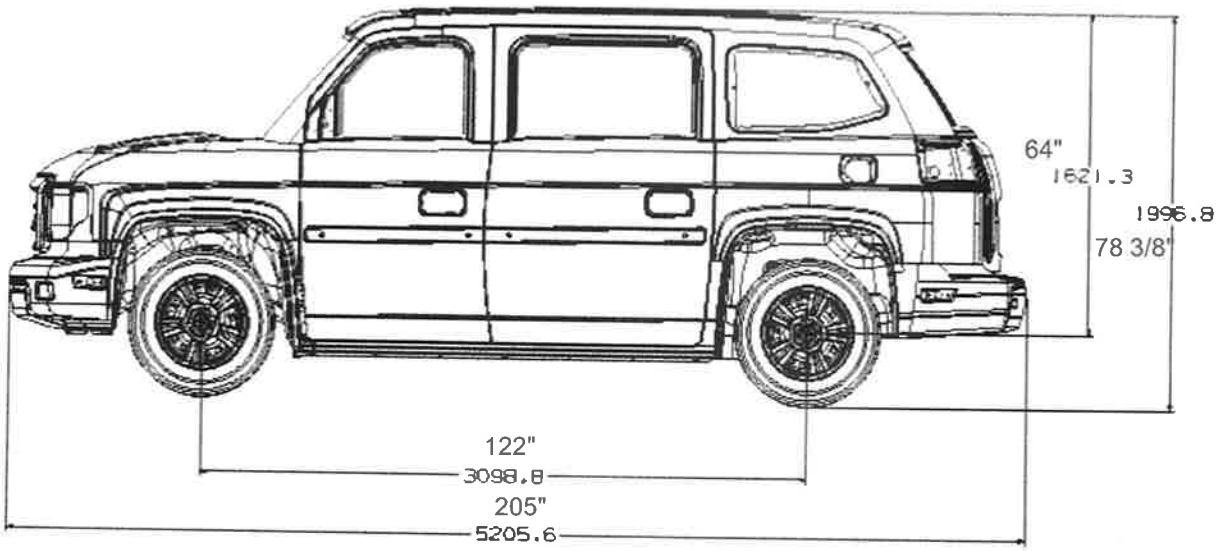
PLANS

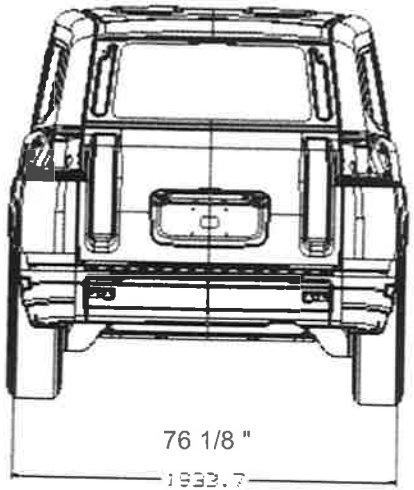
LOW FLOOR VAN

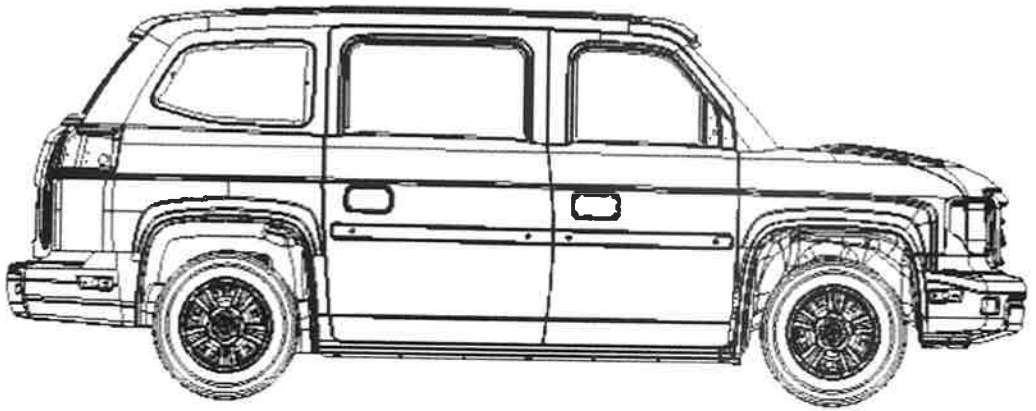
FLOOR PLANS
INTERIOR DIMENSIONS
EXTERIOR DIMENSIONS

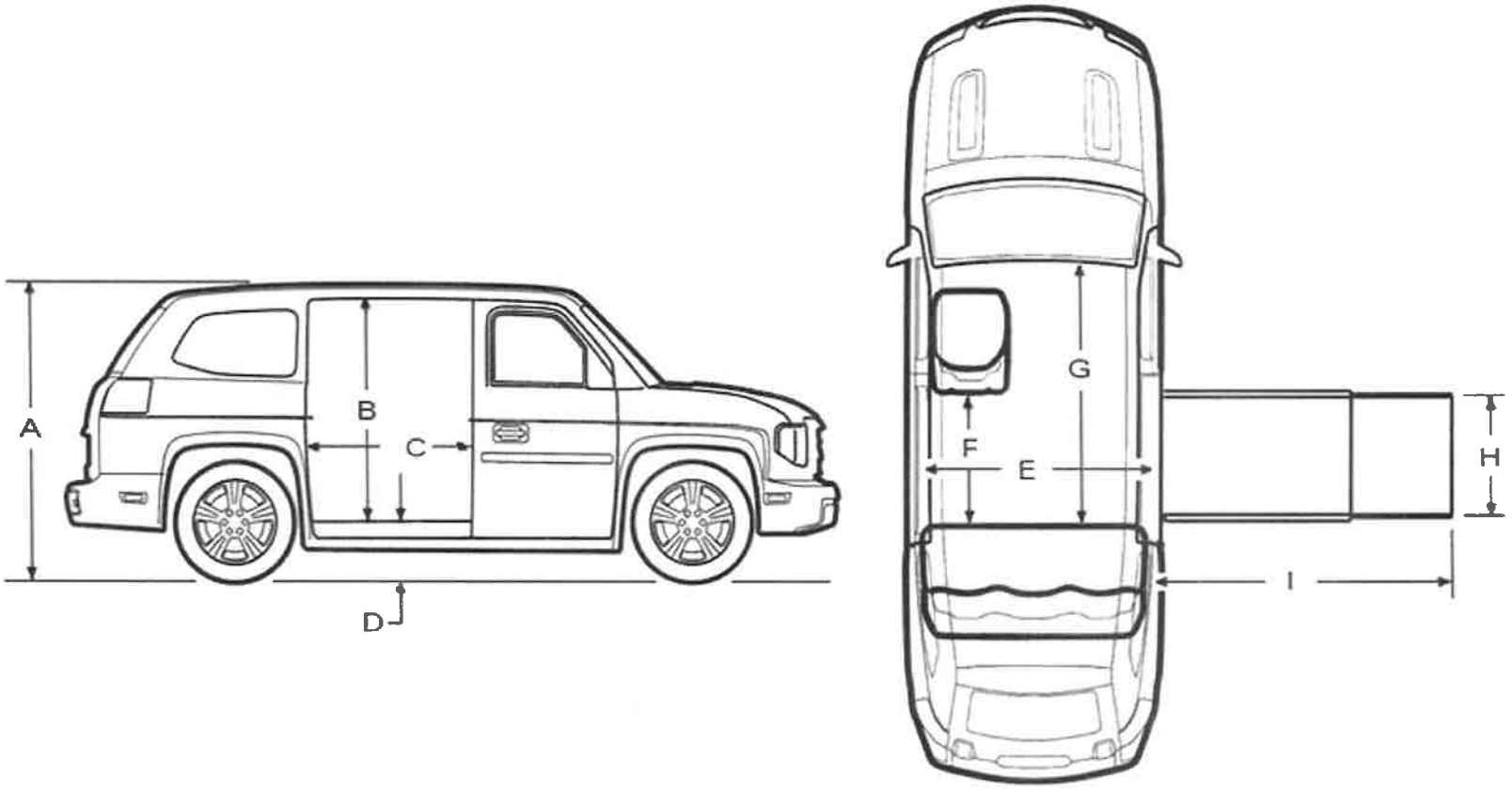
for
MV1



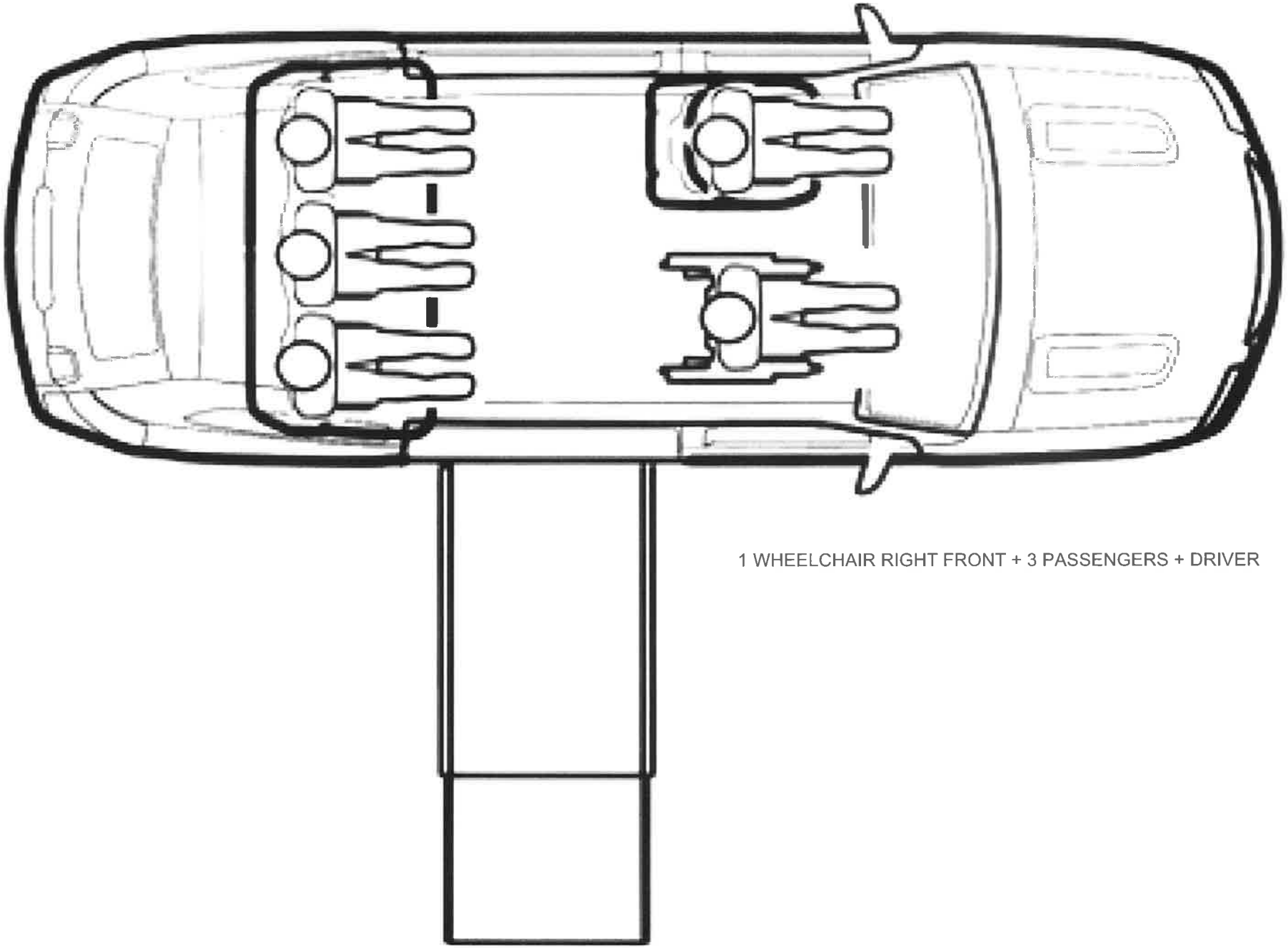

64"
1621.3
1996.8
78 3/8"
122"
3098.8
205"
5205.6


76 1/8 "
1933.7

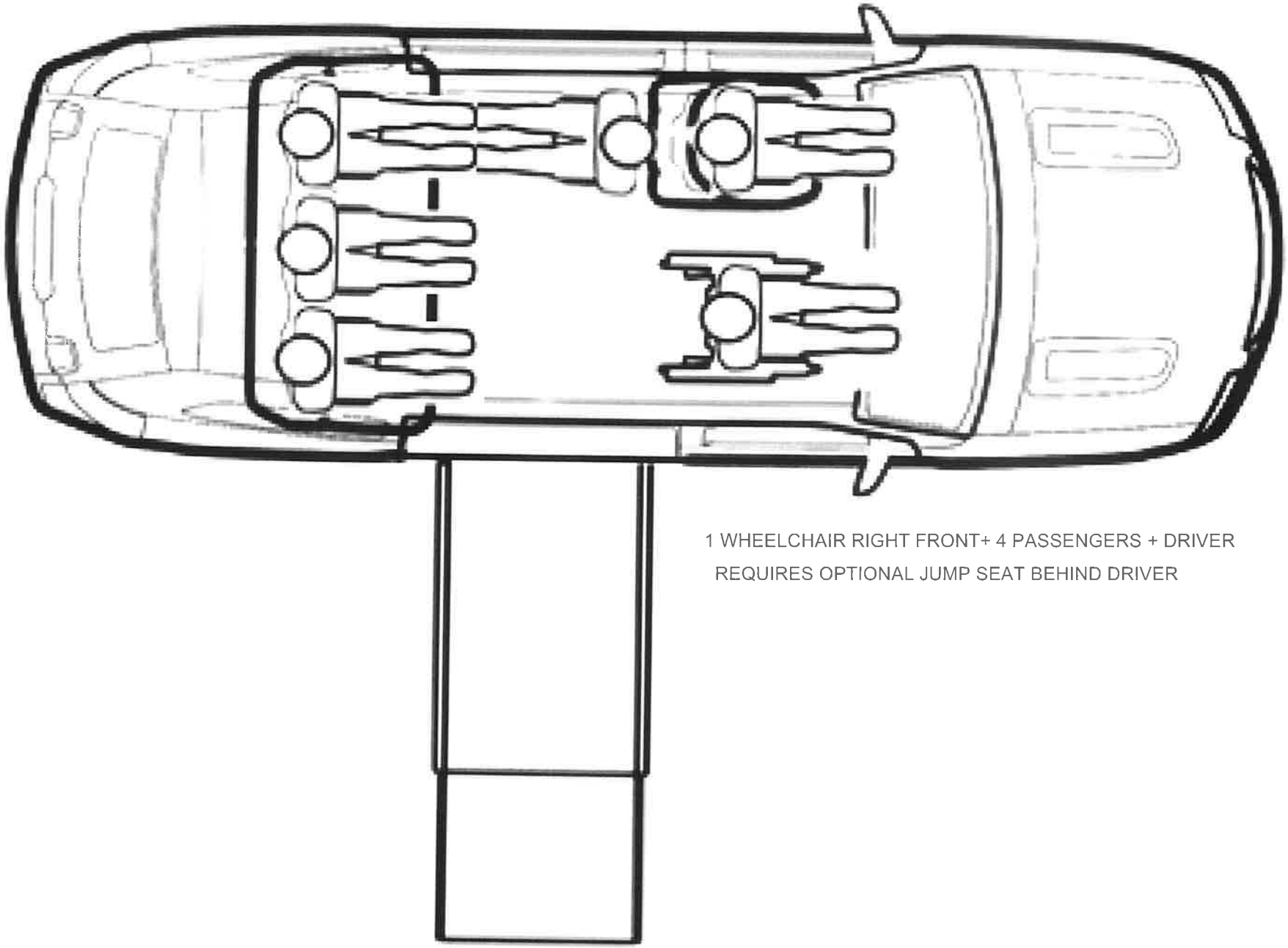




ITEM	DESCRIPTION	DIMENSION
A	OVERALL HEIGHT OF VEHICLE	75"
B	DOOR OPENING USABLE HEIGHT	56"
C	DOOR OPENING USABLE WEIDTH	36"
D	HEIGHTH OF FLOOR TO GROUND	15"
E	INTERIOR USABLE INTERIOR WIDTH MAXUMUM	64.5"
F	LEG ROOM BEHIND DRIVER SEAT	37"
G	INTERIOR USABLE INTERIOR LENGTH MAXUMUM	81.5"
H	WIDTH OF USABLE RAMP	30"
I	RAMP LENGTH	52.5" / 87"

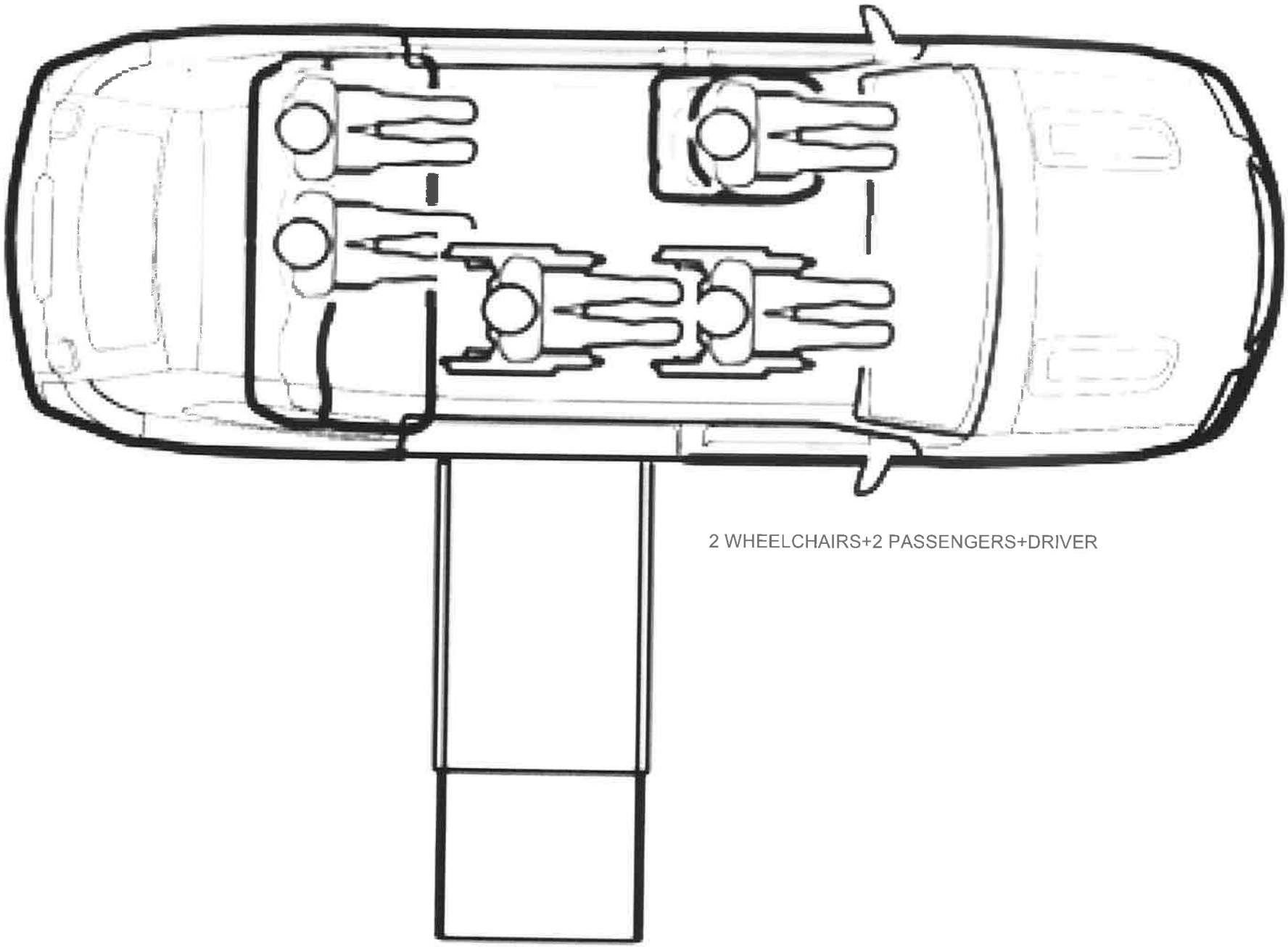


1 WHEELCHAIR RIGHT FRONT + 3 PASSENGERS + DRIVER



1 WHEELCHAIR RIGHT FRONT+ 4 PASSENGERS + DRIVER

REQUIRES OPTIONAL JUMP SEAT BEHIND DRIVER



2 WHEELCHAIRS+2 PASSENGERS+DRIVER

ITEM #11 (f)

LIST
OF
STANDARD
EXTERIOR
COLORS

MV-1 STANDARD EXTERIOR COLOR OPTIONS

ARCTIC WHITE

JET BLACK

ITEM #11 (h)

RAMP
INFORMATION

Ramp

Manual In-floor Ramp (one deployment length with 1:4.1 slope. Meets ADA/CSA-D409-02 guidelines)	Standard

ITEM #11 (j)

SECUREMENT
SYSTEM
INFORMATION

Q'STRAINT

Thinking **Beyond** Safety

QRT™ SERIES

The New Standard in Wheelchair Securement and Passenger Safety

QRT-3 SERIES

Introducing the QRT-3 SERIES Wheelchair and Occupant Securement System.
The first 4-point, heavy duty, fully automatic retractable tie-downs designed, engineered and built to perform in wheelchair crash tests under WC19 as well as withstand the higher loads of the WC18 standard.

QRT-360

AN ALL NEW DESIGN **FROM THE FLOOR UP**

Stronger than any previous retractors, the QRT-360 utilizes innovative energy management designs and material technologies to deliver the system's full strength for maximum load capacity.

An energy-absorbing steel frame, new high strength 58 mm webbing and fine-adjust self tensioning, high-strength teeth, the QRT-360 retractors achieve a surrogate wheelchair rating that meets the requirements of WC18. A re-engineered Positive Locking Interface contributes to the system's ability to secure extremely heavy loads.

The QRT-360 not only meets the new WC18 standard for combined occupant and chair securement, but it eliminates the need, cost and additional securement time associated with having four anchorages dedicated to the rear securement.

A More Secure Connection, Every Time

With Q'Straint J-hook attachments, operators can achieve a secure attachment on virtually any wheelchair. An updated Positive Lock Indicator provides the operator with clear and certain visual confirmation that the retractor is locked and the vehicle is ready to go. Our patented design eliminates the guesswork when passenger safety is involved.

Automatic Tightening Increases Safety

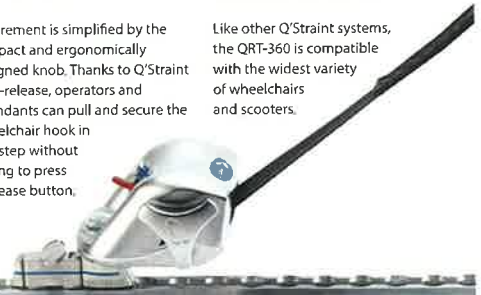
Q'Straint's industry-leading self-tensioning system automatically tightens the straps to eliminate any slack created by small wheelchair movements. The belts continue to tighten during low-g vehicle movements, which reduce the potential for dangerous excursions in the event of a collision.

Automatic Release Makes it Easy to Use

Securement is simplified by the compact and ergonomically designed knob. Thanks to Q'Straint auto-release, operators and attendants can pull and secure the wheelchair hook in one step without having to press a release button.

Compatible with Most Vehicles and Chairs

Like other Q'Straint systems, the QRT-360 is compatible with the widest variety of wheelchairs and scooters.



Meets the requirements of WC18 standards ahead of their effective date in 2015. Also compatible with WC19 Wheelchairs.

WC18/WC19 at a Glance

As WC19 wheelchairs become increasingly popular, the countdown has already begun for wheelchair tie-downs to be compatible. Year-end 2015 will see the effective date of the revised RESNA WC18 standard for Wheelchair Tie-downs and Occupant Restraint Systems (WTORS).

The most significant implication of the revised standard is that wheelchair tie-downs must be stronger. WC19 covers the design and testing of wheelchairs for use in passenger transportation, and it brings about much needed passenger protection as well as some challenges for WTORS manufacturers.

These crash tested wheelchairs will feature lap belts that are integrally mounted onto the wheelchair frame, as opposed to relying on traditional WTORS equipment where the passenger belts are mounted separately. During a collision, this new dynamic produces higher loading on the WTORS as much as 60%. Enter the QRT-360, the first retractor to meet these new requirements.

QRT-360 4-POINT SECUREMENT SYSTEM KITS

KIT NO.	RETRACTORS	SECUREMENTS	ANCHORAGES
Q-10007	Q011012 (4) mounted on PLI	Q8-6326-A1	L-TRACK (sold separately)
Q-10008	Q011022 (4) mounted on SNC	Q8-6326-A1	Q8-7580-A (4) Slide'N Click included
Q-10009	Q011022 (4) mounted on SNC	(sold separately)	Q8-7580-A (4) Slide'N Click included
Q-10010	Q011012 (4) mounted on PLI	(sold separately)	L-TRACK (sold separately)

EXAMPLE 360 SYSTEM

Q-10007
- (4) QRT-360 Retractors with PLI Fitting for L Track
- (2) Retractable Combination Belt with height adjuster

QRT-1 SERIES

THE SECUREMENT SYSTEM THAT CHANGED EVERYTHING

The original 4-point wheelchair securement system, QRT-1 Series retractors defined the way passenger safety devices are designed and tested.

Solutions for Every Need and Budget

Today, QRT-1 Series retractors provide a full range of options for simple, safe and effective securement of wheelchairs in Para-Transit vehicles, mini-van, rail, city bus, coach bus, and school bus applications.

QRT Max

is a **fully automatic**, knobless retractor offering innovative features that maximize ease of use and ensure passenger safety.

QRT Deluxe

is the world-class original **self-locking** and **self-tensioning** retractable system. The Max and Deluxe models feature a new ergonomic streamlined housing.

QRT Standard

is simple and economical semi-automatic retractor system appropriate for many applications.

QRT-1 Series Specifications

Compatible Anchorages:
Slide 'N Click and L-Track floor anchorages, or may be directly mounted to vehicle floors, seat legs or barriers

Warranty:
3 years (QRT Max, QRT Deluxe);
2 years (QRT Standard)

Testing:
Crash tested to 30mph/20g Impact Test Criteria

Meets or exceeds the following standards and regulations:

- SAE J2249
- ISO 10542
- FMVSS 209, 302, 210, 222
- CMVSS 209
- CSA Z605
- ADA

QRT SERIES-1 FEATURES COMPARISON	QRT MAX	QRT DELUXE	QRT STANDARD
Knobless, One-Handed Operation No knobs to interfere with wheels and footrests.	●		
Dual Tensioning Knobs Provides additional tensioning if needed.		●	
Single Tensioning Knob Provides additional tensioning if needed.			●
Automatic, Self-Locking Allows easy, one-handed hook-up.	●	●	
Self-Tensioning Retractors automatically take up 'slack'.	●	●	
Positive Lock Indicator Patented feature clearly indicates when fitting is locked in anchorage.	●	●	●
Interchangeable Eliminates confusion: no right, left, front or rear locations.	●	●	●
Low Profile & Compact Elimination of mounting bracket allows retractors to fit under most footrests.	●	●	●
Accommodates Larger Wheelchairs Reduced overall retractor length leaves more room for wheelchairs.	●	●	
Universal Design Accommodates virtually all wheelchair designs, including scooters.	●	●	●
Durable Constructed from hardened steel and coated in zinc for maximum corrosion resistance.	●	●	●
J-Hook Reduces twisting of belts and ensures proper securement with a quarter turn accommodating virtually all wheelchair designs.	●	●	●
Foot Release Lever Easy release.	●	●	●

Q'STRAINT

Qstraint.com

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Fax: +44 (0)1227 770035
Email: info@qstraint.co.uk

Q'Straint Australia
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Fax: +61 7 3892 1819
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Email: qstraint@qstraint.com

MKM4821-QRT3 rev. 7/14

WC18/WC19/WC20

WHITE PAPER

Q'STRAINT
OCTOBER 1, 2013

5553 Ravenswood Road . Bldg. 110 . Ft. Lauderdale, Florida 33312
Toll-Free: 1-800-987-9987 • **Tel:** 954-986-6665 • **Fax:** 954-986-0021 • **www.qstraint.com**

Now is the Time to Plan Compliance with New WTORS Safety Standards

Manufacturers of wheelchair tiedown and occupant restraint systems (WTORS) need to be planning now for how they will increase the strength of their products to comply with a new requirement of a RESNA (Rehabilitation Engineering Assistive Technology Society of North American) wheelchair transportation safety standard, known as WC18, that takes effect in December 2015.

As with its predecessor standard, Society of Automotive Engineers (SAE) J2249, compliance with WC18 requires that wheelchair tiedown/securement systems of complete WTORS must be dynamically strength tested on an impact sled using a 30-mph/20-g crash pulse, a 187-pound (85 kg) surrogate wheelchair, and a 170-lb (76-kg) midsize adult male crash-test dummy. However, one of the most significant changes in WC18 is that by December 2015 (three years following the initial publication of WC18), wheelchair tiedown/securement systems must be able to withstand the increased forces generated in an additional test in which the 170-lb crash-test dummy is restrained by a lap belt that is anchored to the surrogate wheelchair rather than to the vehicle. The new WC19 wheelchair standard requires the availability of an optional wheelchair-anchored lap belt. The RESNA Committee on Wheelchairs and Transportation (COWHAT) developed the new WC18 standard to address the higher wheelchair forces that are transmitted to the tiedown/securement system when a person riding in a wheelchair is using that optional lap belt.

Industry Steps In Where Government Has Not Yet Acted

In the absence of federal standards for the use of wheelchairs as passenger seats in motor vehicles, key stakeholders involved in transportation for people who depend on wheelchairs for their mobility have assumed responsibility for improving transportation safety for these travelers through the development of voluntary industry standards. These stakeholders include WTORS manufacturers, wheelchair and wheelchair seating manufacturers, auto safety professionals, rehabilitation engineers, clinicians, transit providers, and consumers. While these industry standards are voluntary, their continuing revision, updating, and strengthening — as in the newest versions of WC18 and WC19 — demonstrate industry's ongoing and increasing commitment to the safety of travelers seated in wheelchairs.

Keeping the Wheelchair Secure

WC18 is the familiar name of *Wheelchair Tiedown and Occupant Restraint Systems for Use in Motor Vehicles*, which is Section 18 of Volume 4 of RESNA wheelchair standards (WC-4): *Wheelchairs and Transportation*. Section 19 (or WC19) is the companion standard for *Wheelchairs Used as Seats in Motor Vehicles*. These voluntary industry standards establish what are considered to be minimum design and

performance levels to provide a reasonable level of safe transportation and crash protection for people who use their wheelchairs as the vehicle seat when traveling in motor vehicles.

As noted above, WC18 is a revised and updated version of Society of Automotive Engineers (SAE) Recommended Practice J2249, which was first published in 1996 and last updated in 1999. WC19 was the first industry standard in the U.S to address the design and performance of wheelchairs used as seats in motor vehicles and was first published in 2000 as Section 19 of Volume 1 of RESNA wheelchair standards.

Both SAE J2249 and WC18 require that WTORS provide a method, independent of the occupant restraint system, for effectively securing wheelchairs in a 30-mph frontal crash. A three-point, lap-shoulder belt restraint system must also be provided to reduce occupant movement and prevent ejection from the vehicle, thereby reducing the chance of injury in a frontal crash from occupant contact with the vehicle interior, with other vehicle occupants, or with objects outside of the vehicle.

In *RESNA's Position on Wheelchairs Used as Seats in Motor Vehicles,** RESNA says that wheelchairs used as passenger seats in motor vehicles should provide effective occupant support under the same frontal-impact test conditions as passenger car seats and child safety seats covered by federal motor vehicle safety standards. The wheelchairs should also facilitate proper placement of vehicle-anchored lap/shoulder-belt restraints. In addition, WC19-compliant wheelchairs are easier to correctly and effectively secured with a four-point, strap-type tiedown, which is today's universal method of wheelchair securement. RESNA also calls WC18-compliant WTORS "a critical part of a wheelchair transportation safety system as they anchor the wheelchair to the floor and keep passengers seated in their wheelchairs."

WTORS can use different methods to secure the wheelchair and still be WC18-compliant. Typical securement systems include four-point, strap-type tiedowns and auto-engage docking devices. Future solutions yet to be designed are also allowed as long as they secure the wheelchair independent of the occupant to prevent the wheelchair from adding forces to the occupant during a crash event and comply with other design and performance requirements of WC18. Whatever the securement system, for WTORS equipment to be WC18 compliant, beginning in December 2015, it must be successfully tested with the crash-test dummy restrained by a lap belt anchored to the 187-lb surrogate wheelchair.

However, compliance with WC18 does require that WTORS include a belt-type occupant restraint system with both lower (lap or pelvic) and upper (shoulder) belt restraints. The most common of these is the three-point, lap-shoulder belt system similar to that installed as original equipment in motor vehicles.

Improved Safety When the Wheelchair Becomes the Passenger Seat

While WC18 addresses wheelchair securement and occupant restraint systems, the newly revised WC19 standard covers the design and performance testing of wheelchairs for use as seats in motor vehicles. Since the wheelchair becomes the vehicle seat for people with disabilities who cannot transfer from their wheelchairs to ride in a minivan, van, or bus, WC19 provides for the application of basic occupant-protection principles to wheelchair design. Key elements of WC19 compliance include:

- **Four easily accessible, permanently attached, and labeled securement points** with specific closed-loop geometry that allow one-hand attachment of tiedown-strap hooks. These must be able to withstand the forces of a 30-mph, 20-g frontal impact.
- **Successful crash testing with a commercially available wheelchair-anchored lap belt placed around the pelvis of the appropriate-size crash-test dummy.** A pin-bushing anchorage must be available on each half of the lap belt for attaching the lower end of a shoulder belt near the passenger's hip to comprise a three-point belt restraint system.
- **Testing to determine two ratings of the wheelchair's accommodation of vehicle-anchored lap/shoulder belt restraints:** one rating for the ease of proper seatbelt positioning and the other for the *degree* to which proper belt placement is achieved.

Because it is not practical to crash-test every possible combination of wheelchair seating systems and base frames, a new RESNA standard, Section 20 in Volume 4 of RESNA wheelchair standards, commonly referred to as WC20, allows for independent testing of wheelchair seating systems using a surrogate wheelchair frame or SWCF. As with WC18 and WC19, WC20 also specifies manufacturer requirements for product labeling and user instructions and warnings.

The Key Role of Third-Party Payers

Institutions such as private insurance companies that finance wheelchair users' mobility solutions can play a significant and important role in contributing to the success of these standards by agreeing to pay the small additional cost of standards-compliant wheelchairs, seating systems, and tiedowns.

Taking a step in that direction, the U.S. Department of Veterans Affairs recently required compliance with WC19 design, performance, and instruction requirements in its most recent solicitation for a select category of powered wheelchairs (VA-797-11-RP-0097; March 18, 2011). In responses to questions from prospective vendors who appeared to be unclear on this point, the VA confirmed and reiterated its requirement for WC19 compliance.

In Amendment 7 to the solicitation (June 16, 2011), the VA wrote:

> "All submissions must be tested to WC-19 standards as indicated in the solicitation..."

In Amendment 9 to the solicitation (July 8, 2011), the VA wrote:

> "... the power wheelchair MUST BE TESTED to all identified RESNA standards in the standard configuration as prior clarified, including the wheelchair anchored pelvic belt."

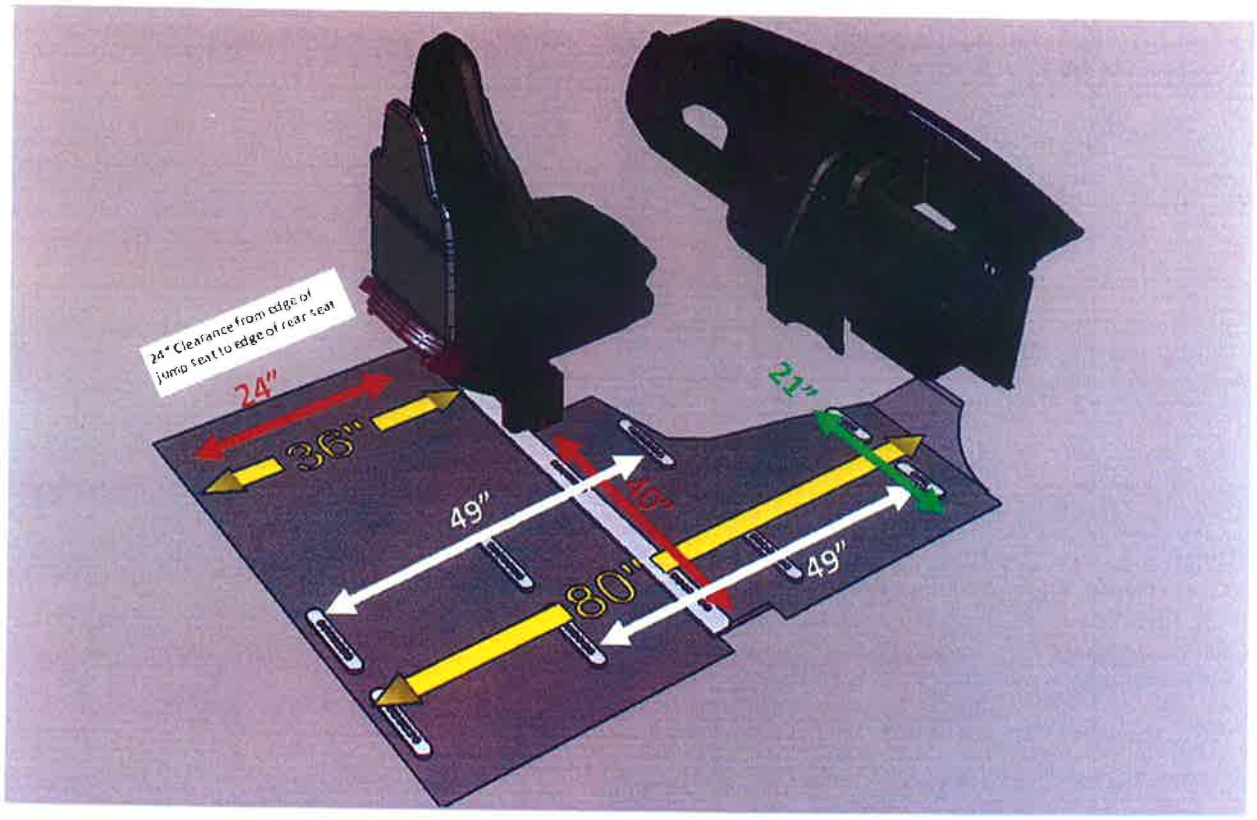
While this requirement of standards compliance currently applies only to a specific category of powered wheelchairs, Dr. Larry Schneider, Research Professor and Associate Director of the University of Michigan Transportation Research Institute (UMTRI), and Chair of the RESNA Committee on Wheelchairs and Transportation from 2000 to 2013, says that RESNA remains hopeful that the VA will issue a similar requirement for manual wheelchairs and tiedown systems.

"These kinds of things are slow in coming, but they can have a significant impact on improving transportation safety for occupants who must remain seated in their wheelchairs when traveling in motor vehicles," he says.

With the publication of the newest WTORS and wheelchair transportation standards in December of 2012, and the increased strength requirement for wheelchair tiedown and securement systems beginning year-end 2015, now is the time for transportation providers to be discussing compliance roadmaps with WTORS manufacturers and developing strategies for providing improved safety for passengers seated in wheelchairs who are using crashworthy wheelchair-anchored lap belts.

New Wheelchair and WTORS Standards at a Glance

- The intension of RESNA WC18 is to officially replace SAE J2249 as the recommended best practice in wheelchair securement.
- In 2000, RESNA published a WC19 standard governing the design and testing of wheelchairs to be used as a seat in a moving motor vehicle.
- WC19 wheelchairs feature visible tie-down securement points and an integrated crash-worthy lap belt. The WC19 lap belt is designed to facilitate proper use and fit of the occupant restraints for wheelchair passengers, making securement easier and transportation safer.
- Recently, the Veterans Association of America announced that they will only fund WC19 wheelchairs, further continuing the popularity of these wheelchairs in all forms of transportation.
- As with SAE J2249 previously, adopting the RESNA WC18 in state specifications and bus standards reduces the liability of transportation providers and ensures that they receive securement equipment that meets the latest industry safety standard.
- The latest volume of WC18 was adopted in December 2012, and gave WTORS manufacturers a three year window to comply (effectively December, 2015).
- At that point, tie-downs must be able to pass an additional test with an integrated WC19 lap belt. The testing utilizes the same 85kg surrogate wheelchair with a crash-worthy wheelchair-anchored lap belt.
- A WC19 crash-worthy lap belt features pin connectors on both ends, allowing a vehicle mounted shoulder belt to be connected. Most Q'Straint combination lap/shoulder belt occupant securements have been WC18 ready since 2005.
- 60% stronger: With non-WC19 wheelchairs, the occupant restraints are connected to the rear tie-downs. However, a WC19 wheelchair *with* an integrated occupant belt increases the load to the rear tie-downs by an additional 60%, because much of the occupant's weight is now directly connected to the wheelchair. This, in turn, requires tie-downs that can accommodate these significantly increased loads.



MV-1 Wheelchair Securement Track Location

ITEM #11 (k)

OCCUPANT
RESTRAINT
SYSTEM
INFORMATION

4-POINT SECUREMENT SYSTEMS

Q'Straint introduced the world's first fully integrated 4-point wheelchair passenger securement system, the industry standard for more than 25 years. Each component is designed, engineered and tested to work as one cohesive system. In the event of a collision or sudden stop, the system isolates the forward forces of the occupant from those of their chair by directing the chair's forces to the vehicle floor.

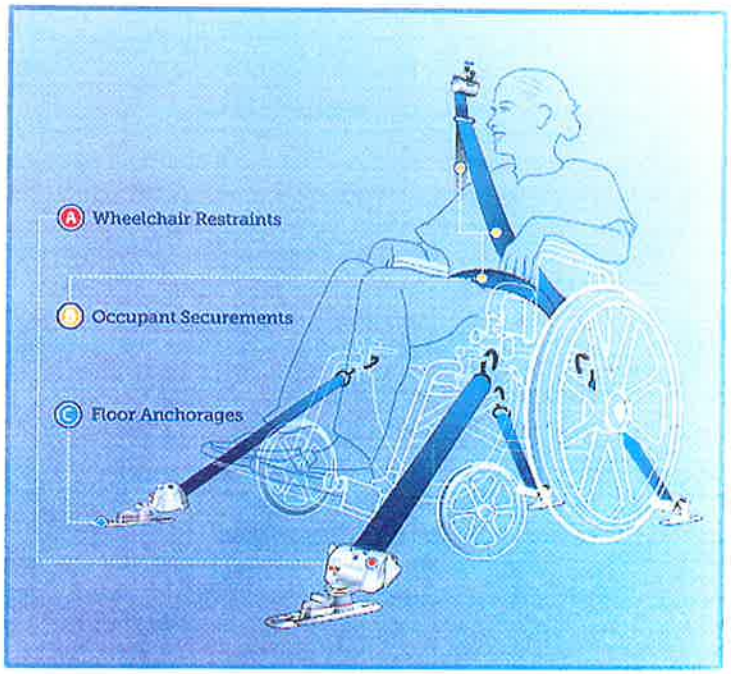
A complete 4-Point System includes:

4 Wheelchair Restraints:
Retractable or manual belt systems for securing wheelchair to the floor anchorages. (QRT Deluxe with PLI fitting shown)

Occupant Securements:
A manual or combination lap and shoulder belt for securing the occupant. (Combination belt shown)

Floor Anchorages:
Track, Pocket or Slide 'N Click system for anchoring the wheelchair restraints. (QRT Deluxe with L-Track fitting and anchorage shown)

Also Included:
Complete operator instructions and warranty registration card.



COMPLETE SYSTEM OF BELTS WHEELCHAIR AND OCCUPANT RESTRAINT

OCCUPANT RESTRAINT BELT SYSTEM

ITEM #11 (I)

FORWARD

FACING

FOLD-A-WAY

SEAT

INFORMATION

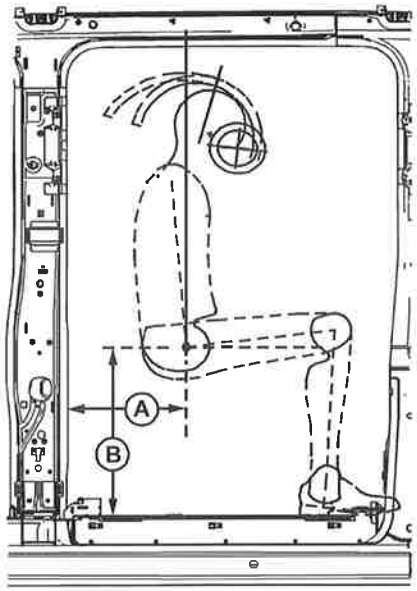
OPTIONAL FOLDING SEAT

The MV-1 does not offer a two place forward facing fold a way seat option. They do offer a single rear facing flip seat. Information on this seat is attached.

Optional Folding Jump Seat

The available optional folding jump seat system is manufactured specifically for the MV-1 and is fully compliant with all applicable FMVSS requirements when installed in the MV-1.

FACTORY-INSTALLED JUMP SEAT "H-POINT" DIMENSIONAL VIEW

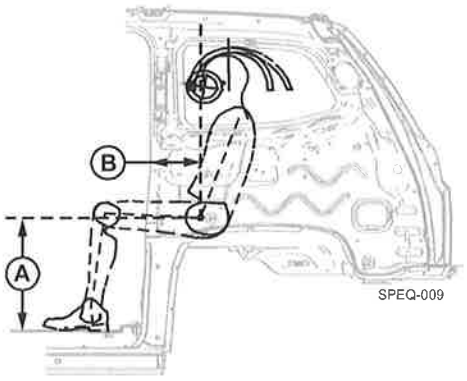


SPEQ-008

A - (DISTANCE TO THE REAR EDGE OF B-PILLAR TRIM) = 12.7" (323mm)
B - (DISTANCE TO THE RAMP FLOOR SURFACE) = 20.1" (511mm)

CENTER OF SECOND ROW OCCUPANT IS 19.2" (488mm) FROM C/L OF VEHICLE

THIRD ROW BENCH SEAT "H-POINT" DIMENSIONAL VIEW



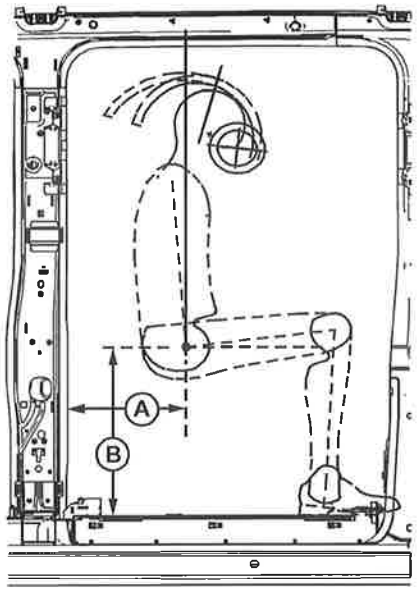
SPEQ-009

A - (DISTANCE TO RAMP FLOOR SURFACE) = 21.1" (537mm)
B - (DISTANCE TO LEADING EDGE OF C-PILLAR TRIM) = 10.1" (257mm)

CENTER OF THIRD ROW SEAT OUTBOARD OCCUPANTS IS 20" (510mm) FROM C/L OF VEHICLE. CENTER OF CENTER OCCUPANT IS ON THE C/L OF VEHICLE.

Three third row seating positions. Fore-aft and up-down are the same for all three positions, cross car dimensions will be different.

FACTORY-INSTALLED JUMP SEAT "H-POINT" DIMENSIONAL VIEW



SPEQ-008

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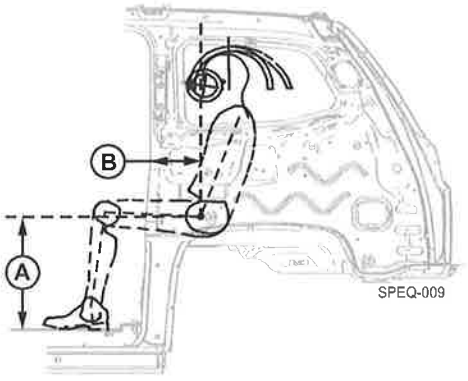
B - (DISTANCE TO THE RAMP FLOOR SURFACE) = 20.1" (511mm)

CENTER OF SECOND ROW OCCUPANT IS 19.2" (488mm) FROM C/L OF VEHICLE

THIRD ROW BENCH SEAT "H-POINT" DIMENSIONAL VIEW



SPEQ-009

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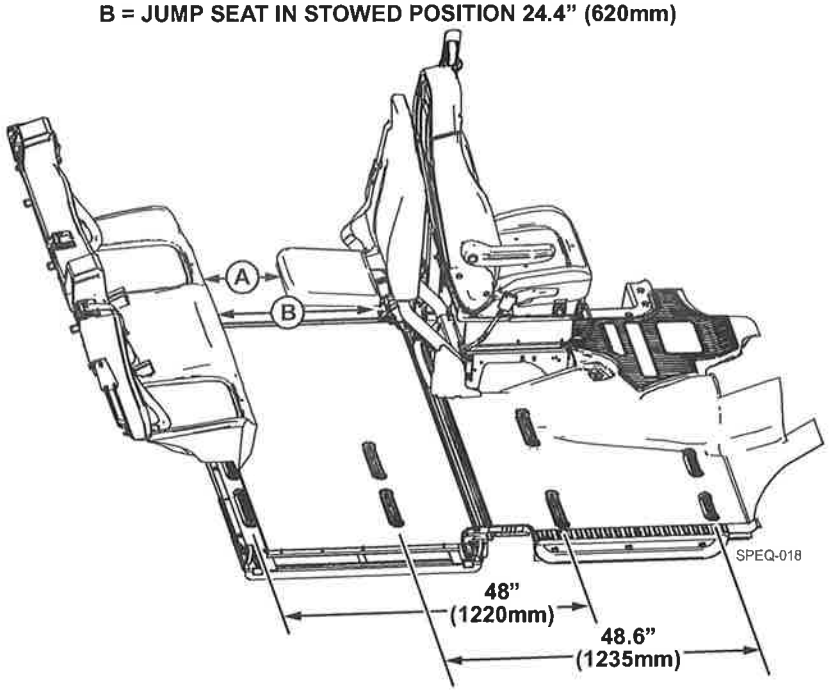
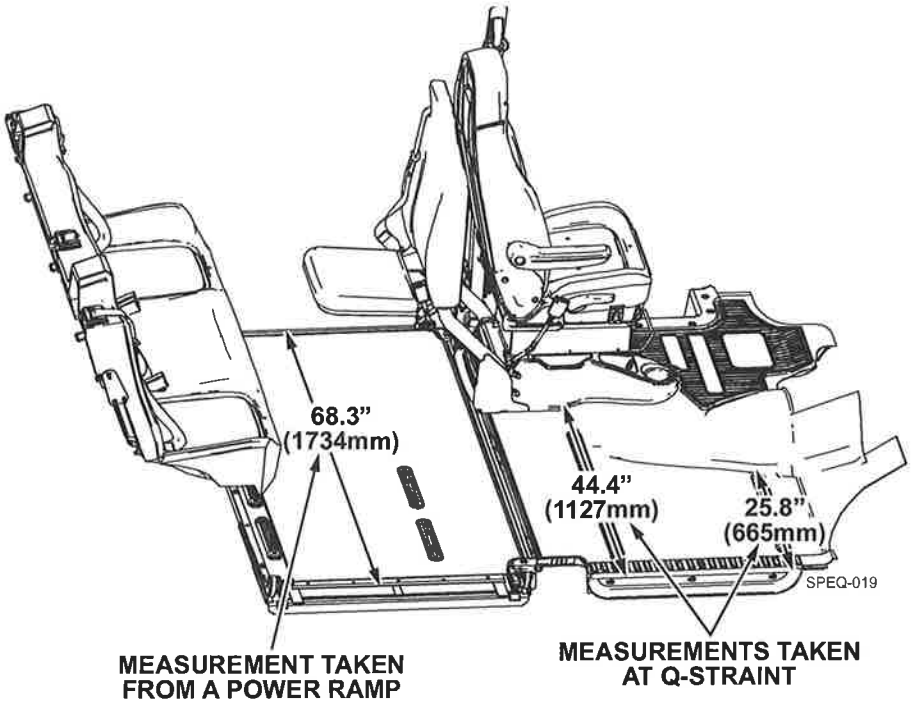
B - (DISTANCE TO LEADING EDGE OF C-PILLAR TRIM) = 10.1" (257mm)

CENTER OF THIRD ROW SEAT OUTBOARD OCCUPANTS IS 20" (510mm) FROM C/L OF VEHICLE. CENTER OF CENTER OCCUPANT IS ON THE C/L OF VEHICLE.

Three third row seating positions. Fore-aft and up-down are the same for all three positions, cross car dimensions will be different.

A = JUMP SEAT IN DOWN POSITION 12" (305mm)
B = JUMP SEAT IN STOWED POSITION 24.4" (620mm)

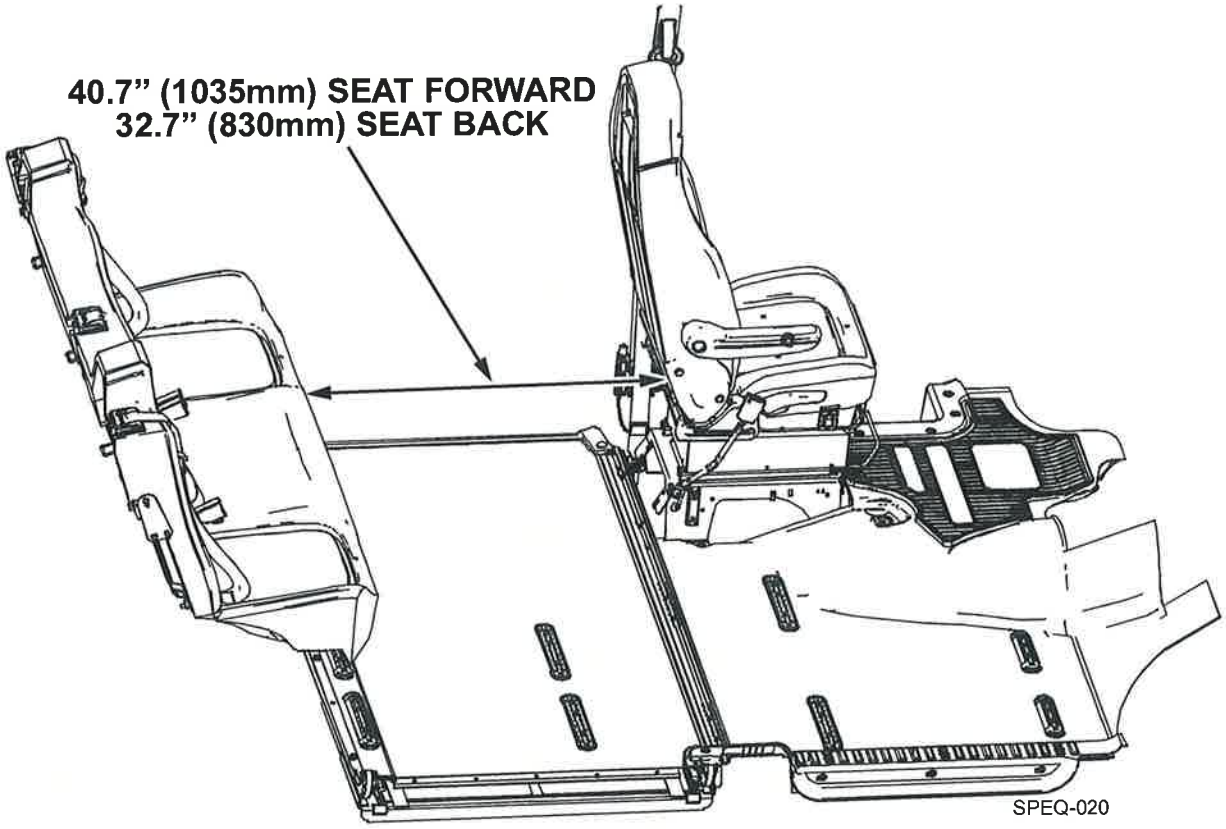




CONVERSIONS

MILLIMETERS	INCHES
325	12.795
635	25.000
1240	48.819
1211	47.677
1709	67.283
1115	43.898
661	26.024

Floor Dimensions without Jump Seat



CONVERSIONS

MILLIMETERS	INCHES
956	37.638
1155	45.472

ITEM #11 (n)

BUY AMERICA
CERTIFICATION
AND
DOCUMENTATION

2. BUY AMERICA REQUIREMENTS

Buy America. Domestic preference procurement requirements of: (1) 49 U.S.C. § 5323(j), as amended by MAP-21, and (2) FTA regulations, "Buy America Requirements," 49 C.F.R. part 661, to the extent consistent with MAP-21, the contractor agrees to comply with 49 U.S.C. 5323(j) and 49 C.F.R. Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. Separate requirements for rolling stock are set out at 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11. Rolling stock must be assembled in the United States and have a 60 percent domestic content.

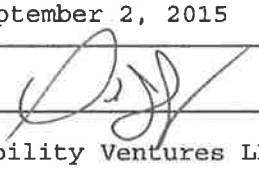
A Respondent must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

Certification requirement for procurement of buses, other rolling stock and associated equipment.

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The Respondent hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date September 2, 2015

Signature 

Company Name Mobility Ventures LLC

Title Manager, Government Bids & Contracts

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The Respondent hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 CFR 661.7.

Date _____

Signature _____

Company Name _____

Title _____

Mobility Ventures LLC

Certificate of Compliance with Buy America Rolling Stock Requirements

Company: Mobility Ventures LLC **Attn:** Pat Kemp
Email: pat.kemp@mv-1.us
Phone: 574-236-1256

Mobility Ventures LLC ("MV"), manufacturer of the MV-1 para-transit vehicle, in conjunction with the Buy America Certification requires all suppliers to indicate the percent of their cost per vehicle of component(s) produced as deemed U.S. domestic origin. *Cost of component(s) is defined as the cost of labor, material, allowance for profit, administrative and overhead cost attributable to those component(s) under required State and Federal accounting principals and requirements.*

Per Vehicle			Component Cost
Part Number	Description	Parts Qty	U.S. % Origin
MV-1	DX GAS Engine (V6)	658	79.62

We Mobility Ventures LLC hereby identify that the percentage of costs and components supplied to Mobility Ventures LLC, as supplied by our Suppliers and specified above, are of U.S. origin.

Location of Final Assembly: Mishawaka, IN

Through thorough examination of product design, analysis and testing, MV Engineering Leadership is confirming that the 2016MY* MV-1 gasoline and CNG variant models, and all its sub-systems and components, meet the applicable subject specifications and complies with applicable Federal Motor Vehicle Safety Standards (FMVSS) as required by the F.T.A and D.O.T. and described in Title 49 CFR Chapter U, Part 571 FMVSS.

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j), and the applicable regulations of 49 C.F.R. 661.11.

Authorizing Signature (Officer of Company)

Patrick J. Kemp
Pat Kemp

Executive Vice President
Title

July 31, 2015
Date

* Mobility Ventures LLC acquired the assets of The Vehicle Production Group LLC (VPG) and the MV-1 vehicle on September 26, 2013. Mobility Ventures LLC intends to retain the same supply base and vehicle design and is carrying over the certifications from 2015MY for the Gasoline V6 2016MY.

MV-1
Mobility Ventures LLC

Buy America Supplier Certification: Partition Summary

2016MY

Component Cost Gas

Partition	Partition Description	% of Vehicle Cost	Buy America Rounding 100/same %
10.01	ENGINE (GAS) / (CNG)	9.73%	94.28%
10.02	POWER TRANSMISSION	6.73%	96.24%
10.03	POWERTRAIN CONTROLS & DIAGNOSTICS	0.74%	5.30%
10.06	HVAC & POWERTRAIN COOLING ENGINE COMPARTMENT	2.17%	35.68%
15.01	AIR INDUCTION	0.46%	67.08%
15.02	POWERTRAIN DRIVER INTERFACE	0.05%	2.79%
15.03	EXHAUST	2.17%	90.80%
15.05	FUEL STORAGE	1.06%	9.64%
15.06	FUEL HANDLING	0.42%	0.95%
20.01	STEERING	2.05%	40.35%
20.02	FRONT SUSPENSION	6.44%	99.92%
20.03	TIRES, WHEELS, TRIM	1.73%	82.66%
20.04	BRAKES	3.04%	38.38%
20.05	CHASSIS STRUCTURE	4.53%	96.15%
20.06	MOUNTS	0.70%	32.96%
20.08	REAR SUSPENSION	2.12%	54.42%
20.09	DRIVELINE	6.88%	76.56%
20.10	RIDE HEIGHT CONTROL	0.61%	59.19%
30.02	FRONT INTERIOR HVAC AIRFLOW	1.14%	100.00%
30.03	REAR INTERIOR HVAC AIRFLOW	0.07%	100.00%
40.01	INSTRUMENT PANEL/CONSOLE	1.37%	98.88%
40.02	SEATS	2.37%	100.00%
40.03	INTERIOR TRIM	5.53%	97.32%
40.05	ACCOUSTIC TREATMENTS	0.18%	100.00%
40.06	BELTS	1.22%	84.65%
40.07	AIRBAGS	0.74%	27.90%
40.08	OWNER INFORMATION & LABELS	0.12%	100.00%
40.09	PARTITION SYSTEM/RAMP SYSTEM	6.76%	100.00%
50.01	BODY LOWER STRUCTURE (UNDERBODY) (GAS) / (CNG)	5.01%	99.50%
50.02	BODY UPPER STRUCTURE	7.57%	100.00%
50.04	SEALANT & ADHESIVES	0.04%	100.00%
55.01	SIDE CLOSURES	2.23%	99.48%
55.02	REAR CLOSURES	0.51%	99.48%
55.03	FRONT CLOSURES (FESM)	0.95%	100.00%
60.01	FIXED WINDOW	0.69%	93.98%
60.02	BUMPERS, FASCIA-GRILLE	1.50%	33.83%
60.04	LOWER EXTERIOR TRIM	0.20%	73.36%
60.05	FRONT LAMP	0.18%	0.00%
60.06	REAR LAMP	0.50%	0.42%
60.08	WASHER/WIPER	0.45%	74.47%
60.09	UPPER EXTERIOR TRIM	0.17%	100.00%
60.10	SIDE CLOSURE HARDWARE	1.00%	31.68%
60.11	REAR CLOSURE HARDWARE	0.39%	36.38%
60.12	FRONT CLOSURE HARDWARE	0.07%	18.74%
60.13	SIDE MIRRORS	0.33%	0.00%
70.01	DRIVER INFORMATION	0.36%	0.00%
70.02	CUSTOMER SWITCHES	0.38%	70.45%
70.03	AUDIO	1.50%	80.94%
70.04	ANTENNA	0.02%	100.00%
80.01	SAFETY & AVOIDANCE	0.23%	2.60%
80.03	BODY INTERIOR & EXTERIOR	0.38%	68.76%
80.04	CHARGING & ENERGY STORAGE	0.62%	49.33%
80.05	CHASSIS ELECTRONICS	0.37%	6.73%
80.06	POWER & SIGNAL DISTRIBUTION	2.61%	1.08%
90.01	STANDARD PART-BULK	0.64%	42.25%
		100.00%	79.62%

Buy America Compliance

Rolling Stock not subject to a general waiver must be manufactured in the United States and have 60 percent domestic content (measured by the dollar value of the parts). The bdder must attach documentation that support the information provided above.

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly as a percent of the final product:

The final assembly point for the MV-1 vehicle is the Commerical Assembly Plant at AM General LLC in Mishawaka, Indiana. The Assembly plant will receive all incoming parts that will then be assembled into the final vehicle. The Assembly plant will also perform all exterior plain operations and final audit testing before shipping the vehicles to the dealers.

The final assembly, labor and services cost as a percent of the material cost is: 33.01%

7. PRE-AWARD AND POST DELIVERY AUDITS REQUIREMENTS

The Contractor agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

(1) Buy America Requirements: The Contractor shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If the Respondent certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) the location of the final assembly point for the rolling stock, including a description of the activities that will take place at the final assembly point and the cost of final assembly.

(2) Solicitation Specification Requirements: The Contractor shall submit evidence that it will be capable of meeting the proposal specifications.

(3) Federal Motor Vehicle Safety Standards (FMVSS): The Contractor shall submit 1) manufacturer's FMVSS self-certification sticker information that the vehicle complies with relevant FMVSS or 2) manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations.

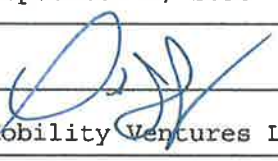
BUY AMERICA CERTIFICATE OF COMPLIANCE WITH FTA REQUIREMENTS
FOR BUSES, OTHER ROLLING STOCK, OR ASSOCIATED EQUIPMENT

(To be submitted with a bid or offer exceeding the small purchase threshold for Federal assistance programs, currently set at $100,000.)

Certificate of Compliance

The Respondent hereby certifies that it will comply with the requirements of 49 U.S.C. Section 5323(j)(2)(C), Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations of 49 C.F.R. 661.11:

Date: September 2, 2015

Signature: 

Company Name: Mobility Ventures LLC

Title: Manager, Government Bids & Contracts

Certificate of Non-Compliance

The Respondent hereby certifies that it cannot comply with the requirements of 49 U.S.C. Section 5323(j)(2)(C) and Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, but may qualify for an exception to the requirements consistent with 49 U.S.C. Sections 5323(j)(2)(B) or (j)(2)(D), Sections 165(b)(2) or (b)(4) of the Surface Transportation Assistance Act, as amended, and regulations in 49 C.F.R. 661.7.

Date: _____

Signature: _____

Certificate of Registration

This certifies that the Quality Management System of

AM General LLC

13200 McKinley Hwy.
Mishawaka,, Indiana, 46545, United States

has been assessed by NSF-ISR and found to be in conformance to the following standard(s):

ISO 9001:2008

Scope of Registration:

Manufacture and support of tactical wheeled vehicles for military customers, Administration of QMS for all sites including management reviews and internal audits.

Certificate Number:	C0148516-IS6
Certificate Issue Date:	19-FEB-2015
Registration Date:	05-MAR-2015
Expiration Date *:	04-MAR-2018

Carl Blazik,
Director, Technical
Operations & Business Units,
NSF-ISR, Ltd.

NSF International Strategic Registrations
789 North Dixboro Road, Ann Arbor, Michigan 48105 | (888) NSF-9000 | www.nsf-isr.org

ANNEX PAGE FOR CERTIFICATE REGISTRATION NUMBER
C0148516-IS6
CERTIFICATE ISSUE DATE: 19-FEB-2015
CERTIFICATE EXPIRATION DATE: 04-MAR-2018

AM General LLC
13200 McKinley Hwy.
Mishawaka,, Indiana, 46545, United States

Remote Location: AM General LLC 105 N. Niles Ave South Bend, Indiana, 46617, United States	**Scope:** Human Resources, Finance, Legal, Information Technology, Contracts
Remote Location: AM General LLC 801 W. Chippewa Ave. South Bend, Indiana, 46614, United States	**Scope:** Off-road vehicle testing
Remote Location: AM General LLC 408 S Byrkit Entry C PO Box 728 Mishawaka, Indiana, 48151-3330, United States	**Scope:** The Service Parts Logistics Organization (SPLO)

This Annex is only Valid in connection with the above-mentioned certificate issued by NSF-ISR

ANNEX PAGE FOR CERTIFICATE REGISTRATION NUMBER
C0148516-IS6
CERTIFICATE ISSUE DATE: 19-FEB-2015
CERTIFICATE EXPIRATION DATE: 04-MAR-2018

AM General LLC
13200 McKinley Hwy.
Mishawaka,, Indiana, 46545, United States

Remote Location:	**Scope:**
AM General LLC 31744 Enterprise Drive Livonia, Michigan, 48151-3330, United States	Design of tactical wheeled military vehicle, proto types build, laboratory, testing
Remote Location:	**Scope:**
AM General LLC-Commercial Vehicle Assembly Plant 12900 McKinley Hwy Mishawaka, Indiana, 46545, United States	Manufacturer of Commercial Vehicles

This Annex is only Valid in connection with the above-mentioned certificate issued by NSF-ISR