

Appendix I Vehicle Fleet Turnover Inspection

Appendix I IVT Vehicle Turnover Inspection

As necessary, an Imperial Valley Transit (IVT) Vehicle Turnover Inspection will be conducted at the IVT Bus Operations and Maintenance Facility beginning TBD at 9:00 AM local and must be complete not later than TBD. An inspection briefing will begin at 8:30 AM the first day of inspection.

Notice of Award, if any, is anticipated to be made to the successful Provider not later than TBD.

A detailed fleet list is provided with this RFP.

A comprehensive inspection based on industry and manufacturer standards, appropriate for each make and model of vehicles that is in the IVT fleet shall be used.

The inspection will cover all systems of the vehicles including but not limited to as the minimum, the following;

- Accessibility and ADA systems
- Air systems
- Brake systems
- HVAC systems
- Destination Signs and controls
- Differential
- Driver Controls
- Electrical systems
- Engine and engine compartment
- Exhaust and After-treatment systems
- Interior condition
- Lighting systems
- Passenger controls
- Safety Equipment
- Structure and Chassis
- Fuel Tank
- Tires and wheels
- Transmission and drivetrain components
- Digital and Analog Recording Systems
- Windows
- Undercarriage

An oil analysis will be completed on all vehicles

A road test will also be performed during the inspection to note any defects and/or abnormalities. ICTC will provide the route and Driver for the road test, the inspector will ride along. The route covers +/- 4 miles and requires +/- 8 Minutes to complete.

During the road test the inspector will also evaluate HVAC performance and record temperature readings

Defects from any prior third-party maintenance inspections will be provided at the Inspection Briefing and the inspectors will have these documents available to assess repeat/unrepaired prior defects.

One four (4) pole mobile lift suitable for medium and heavy-duty vehicles will be available.

Important Note:

Temperatures can fluctuate between 80 to 95 degrees occasionally approaching 100 + during the day. The facility where the inspections will take place has limited cooling and may still be warm during inspection hours.

All defects will be documented in writing with high-quality printed picture backup as practical. Defects that cannot be captured with pictures will be demonstrated for the ICTC observer.

The final comprehensive report must include repair costs of all defects and/or damage based on industry standards for parts cost and labor hours per defect to correct. A labor rate will be available at the inspection briefing.

Additionally, the comprehensive final report assembled on every vehicle and presented to ICTC must include at a minimum;

1. Legible copies of each vehicle inspection with associated pictures
2. List of buses with “safety” defects and defects that must be repaired prior to the vehicle being released back to service.
3. Vehicle diagram accompanying each vehicle inspection noting the location of body or graphics damage if applicable. Inspector will note if there is no body damage.
4. Pictures of any damage.
5. Summary of Defects:
 - a. by system
 - b. by location
 - c. by manufacturer
 - d. the ADA equipment
 - e. Results from the road test