

MBTA CONTRACT # 20-01 DCS (ICE)

AGREEMENT REGARDING PURCHASE OF TRANSIT/PARATRANSIT VEHICLES.

THIS AGREEMENT is made and entered into on 09/08/2021 between and among **DAVEY COACH SALES, INC.**, (“Davey Coach”) a Colorado “S” corporation, with its principal place of business located at 12380 Firestone Boulevard, Norwalk, California, (“SELLER”), and **MORONGO BASIN TRANSIT AUTHORITY** (“MBTA”). SELLER and MBTA may be referred to herein individually as “Party” or collectively as “Parties.”

RECITALS

WHEREAS, MBTA, by its Request for Proposals (RFP) #20-01, duly advertised for written proposals to be submitted for the purchase of Paratransit and Transit Vehicles (“BUSES”) on behalf itself and Consortium members (“Consortium”) identified in the Participating Agencies List in the RFP collected by the California Association of Coordinated Transportation (“CalACT”) by the MBTA; and

WHEREAS, the MBTA’s RFP is attached hereto as Exhibit “A”, and is incorporated herein by reference as if set forth in full; and

WHEREAS, SELLER submitted a sealed proposal in response to MBTA’s Notice Inviting Proposals; and

WHEREAS, after it was determined that SELLER was a successful responsive and responsible proposer; and

WHEREAS, SELLER’s proposal in response to MBTA’s Notice Inviting Proposals is attached hereto as Exhibit “B”, and is incorporated herein by reference as if set forth in full; and

WHEREAS, the MBTA Board of Directors has authorized the staff via Resolution and board action to award contracts and accept SELLER’S proposal through agreement by and between SELLER and MBTA upon the terms and conditions set forth herein; and

WHEREAS, MBTA has fully complied with all federal, state, and local laws governing the public solicitation process for the purchase of the BUSES;

NOW, THEREFORE, incorporating the foregoing recitals herein, for and in consideration of the promises and of the mutual covenants and agreements herein contained, SELLER and MBTA hereby agree as follows:

1. **CONTRACT DOCUMENTS.** This Agreement, along with all Exhibits referenced herein, and including without limitation, all documents referenced in said Exhibits shall hereinafter be referred to as the "Contract Documents." In the event of any conflict, the Contract Documents, including specifically RFP #20-01 and any addendums thereto, shall take priority in interpreting the respective rights and obligations of the Parties created by this Agreement. Any contract, agreement, or other document subsequently created by any Party in connection with a purchase order issued pursuant to this Agreement and which changes or otherwise modifies the terms and conditions set forth in the Contract Documents shall not be valid without the prior written approval of both of the Parties to this Agreement.

2. **DESCRIPTION OF BUSES PURCHASED.** SELLER hereby agrees that it shall sell the BUSES manufactured by Drivege, New England Wheels, TurtleTop and TCI Mobility as more particularly described in RFP #20-01 (attached hereto as Exhibit "B") to any and all Consortium participants who desire to purchase such BUSES from SELLER. BUSES are to be vehicles with less than 4000 miles and that have never been previously registered.

3. **CONTRACT PRICING.** SELLER hereby agrees to sell such BUSES as more particularly described in RFP #20-01 (attached hereto as Exhibit "B") under the terms and conditions set forth in RFP #20-01.

4. **DELIVERY.** SELLER shall deliver F.O.B. per terms and conditions of MBTA RFP #20-01 Section SP 7.4, 11 and 12 and as proposed.

5. **PAYMENT BY CONSORTIUM PARTICIPANTS.** SELLER shall collect payment from purchasing agencies within thirty (30) days after the delivery and acceptance of the BUSES by the participant, and a receipt of an invoice thereof, per RFP #20-01, Section SP 10.

6. **NO ASSIGNMENT.** Neither this Agreement, nor any interest in it, may be assigned or transferred by any Party without the prior written consent of all of the Parties to this Agreement.

7. **NO ATTORNEYS' FEES.** If litigation is required to enforce or interpret the provisions of this Agreement, neither SELLER nor the Consortium members shall be entitled to an award of attorneys' fees or costs, but shall be entitled to any other relief to which it may be entitled by law.

8. **MODIFICATION.** This Agreement may be modified only in writing as authorized by the MBTA and signed by all Parties.

9. **GOVERNING LAW.** The laws of the State of California will govern the validity of this Agreement, its interpretation and performance. Any litigation

arising in any way from this Agreement shall be brought in San Bernardino County, California.

10. NO WAIVER OF DEFAULT. The failure of any Party to enforce against another party any provision of this Agreement shall not constitute a waiver of that party's right to enforce such a provision at a later time, and shall not serve to vary the terms of this Agreement.

11. FURTHER ASSURANCES. Each Party shall execute and deliver such papers, documents, and instruments, and perform such acts as are necessary or appropriate, to implement the terms of this Agreement and the intent of the parties to this Agreement.

12. BINDING EFFECT; CONTEXT; COUNTERPARTS. Subject to Paragraph 6, the rights and obligations of this Agreement shall inure to the benefit of, and be binding upon, the parties to the contract and their heirs, administrators, executors, personal representatives, successors and assigns. Whenever the context so requires, the masculine gender includes the feminine and neuter, and the singular number includes the plural. This Agreement may be executed in any number of counterparts, each of which shall be considered as an original and be effective as such.

13. NON-INTEREST. No officer or employee of the MBTA shall hold any interest in this Agreement (California Government Code section 1090).

14. CORPORATE AUTHORITY. Each individual signing this Agreement on behalf of an entity represents and warrants that he or she is respectively, duly authorized to sign on behalf of the entity and to bind the entity fully to each and all of the obligations set forth in this Agreement.

15. INDEMNIFICATION. SELLER shall indemnify, defend, and hold harmless MBTA, its officers, agents and employees against any and all liability, claims, actions, causes of action or demands whatsoever against them, or any of them, before administrative or judicial tribunals of an kind whatsoever, arising out of, connected with, or caused by SELLER'S employees, agents, independent contractors, companies, or subcontractors in the performance of, or in any way arising from, the terms and provisions of this Agreement whether or not caused in part by a party indemnified hereunder, except for MBTA's sole active negligence or willful misconduct.

16. WARRANTY. The BUSES are warranted by SELLER to be new and to be free from defects in material and workmanship pursuant to and in accordance with those certain manufacturer's warranties collectively attached hereto as Exhibit "B", and as submitted in response to RFP #20-01 by SELLER and incorporated herein by reference as if set forth in full. During said warranty periods, the BUSES shall maintain structural and functional integrity. The warranty

is based on regular operation under operating conditions prevailing in the purchaser's operating area.

17. WARRANTY OF FITNESS. SELLER hereby warrants that the BUSES and all materials furnished shall meet the requirements and conditions of the Contract Documents and shall be fit for the purposes intended. Acceptance of this warranty and acceptance the BUSES and materials to be manufactured or assembled pursuant to the specifications in these Contract Documents shall not waive any warranty, either express or implied.

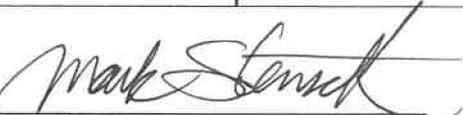
18. NOTICE. All notices relative to this Agreement shall be given in writing and shall be personally served or sent by certified or registered mail and be effective upon depositing in the United States mail. The Parties shall be addressed as follows, or at any other address designated by proper notice:

MBTA: Joe Meer
Director of Purchasing
Morongo Basin Transit Authority
62405 Verbena Road
Joshua Tree, CA 92252

SELLER: Mark Stenseth
President
Davey Coach Sales, Inc.
12380 Firestone Boulevard
Norwalk, California 90650

19. EXECUTION. This Agreement is effective upon execution by both Parties. It is the product of negotiation and all parties are equally responsible for authorship of this Agreement. Section 1654 of the California Civil Code shall not apply to the interpretation of this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first above written.

DAVEY COACH SALES, INC., A Colorado "S" Corporation	Morongo Basin Transit Authority
By  Mark Stenseth, President	By  Joe Meer, Director of Purchasing

AMENDMENT 1
MBTA CONTRACT NO. 20-01 (Davey)

THIS Amendment is made and entered into on **August 12, 2022** between and among **DAVEY COACH SALES, INC.**, (“Davey Coach”) a Colorado “S” corporation, with its principal place of business located at 12380 Firestone Boulevard, Norwalk, California, (“SELLER”), and **MORONGO BASIN TRANSIT AUTHORITY** (“MBTA”). SELLER and MBTA may be referred to herein individually as “Party” or collectively as “Parties.”

RECITALS

WHEREAS, MBTA, by its Request for Proposals (RFP) #20-01, duly advertised for written proposals to be submitted for the purchase of Paratransit and Transit Vehicles (“BUSES”) on behalf itself and Consortium members (“Consortium”) identified in the Participating Agencies List in the RFP collected by the California Association of Coordinated Transportation (“CalACT”) by the MBTA; and

WHEREAS, the MBTA’s RFP is attached hereto as Exhibit “A”, and is incorporated herein by reference as if set forth in full; and

WHEREAS, SELLER submitted a sealed proposal in response to MBTA’s Notice Inviting Proposals; and

WHEREAS, MBTA determined that SELLER was a successful responsive and responsible proposer; and

WHEREAS, SELLER’s proposal in response to MBTA’s Notice Inviting Proposals is attached hereto as Exhibit “B”, and is incorporated herein by reference as if set forth in full; and

WHEREAS, the MBTA Board of Directors has authorized the staff via Resolution and board action to award and modify contracts:

WHEREAS, MBTA has fully complied with all federal, state, and local laws governing the public solicitation process for the purchase of the BUSES;

WHEREAS, The SELLER has requested Force Majeure Price relief due to extraordinary circumstances caused by supply chain issues and manufacturer’s chassis model changes as provide for in SP 5.5 (Price Changes);

WHEREAS, MBTA has evaluated and accepts the documentation provided by SELLER substantiating the need for extraordinary relief;

NOW, THEREFORE, incorporating the foregoing recitals herein, for and in consideration of the promises and of the mutual covenants and agreements herein contained, SELLER and MBTA hereby agree as follows:

Base Price for the buses represented by SELLER is updated for the increase approved by this Amendment, and are attached as Exhibit B. Future PPI price increases to be granted, as provided for in Section 5.3 and scheduled to be adjusted with extension of the first option year amendment, are now to be adjusted utilizing the above date rather than the original date the contract was executed for base price and approved options. Future PPI increases will be similarly adjusted. SELLER agrees that any future price changes favorable to the MBTA will be identified and result in an amendment reflecting the lower price. MBTA at its sole discretion reserves the right to revise pricing for chassis. The price changes are effective for orders placed after the execution of this amendment or as

approved by MBTA. This amendment reiterates Section 5.1 of the RFP and resulting contract, whereas "If during the term of this Contract, Contractor shall enter into contracts with any other governmental entity providing greater benefits or more favorable terms than those provided by this Contract, Contractor shall be obligated to provide the same to Purchaser for subsequent purchases."

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first above written.

DAVEY COACH SALES, INC., A Colorado "S" Corporation	MORONGO BASIN TRANSIT AUTHORITY
	
Mark Stenseth, President	Joe Meer, Director of Purchasing

Quality Assurance Program Description

GENERAL DESCRIPTION: QUALITY ASSURANCE PROGRAM

IN-PLANT QUALITY ASSURANCE REQUIREMENTS

ASSURANCE REQUIREMENTS

This entire Section "Contractor's In-Plant Quality Assurance Requirements," beginning with Section E.1.2, "Quality Assurance Organization," shall be effective until January 1, 2000 and Revised 10/20/2017:

E.1.2 QUALITY ASSURANCE ORGANIZATION

E.1.2.1 ORGANIZATION ESTABLISHMENT

The Contractor shall establish and maintain an effective in-plant quality assurance organization. It shall be a specifically defined organization and should be directly responsible to the Contractor's top management.

E.1.2.2 CONTROL

The quality assurance organization shall exercise quality control over all phases of production from initiation of design through manufacture and preparation for delivery. The organization shall also control the quality of supplied articles.

E.1.2.3 AUTHORITY AND RESPONSIBILITY

The quality assurance organization shall have the authority and responsibility for reliability, quality control, inspection planning, establishment of the quality control system, and acceptance/rejection of materials and manufactured articles in the production of the transit vehicles.

E.1.3 QUALITY ASSURANCE ORGANIZATION FUNCTIONS

E.1.3.1 MINIMUM FUNCTIONS

The quality assurance organization shall include the following minimum functions.

E.1.3.2 WORK INSTRUCTIONS

The quality assurance organization shall verify inspection operation instructions to ascertain that the manufactured product meets all prescribed requirements.

E.1.3.3 RECORDS MAINTENANCE

The quality assurance organization shall maintain and use records and data essential to the effective operation of its program. These records and data shall be available for review. Inspection and test records for this procurement shall be available for a minimum of 1 year after inspections and tests are completed.

E.1.3.4 CORRECTIVE ACTION

The quality assurance organization shall detect and promptly assure correction of any conditions that may result in the production of defective vehicles. These conditions may occur in designs, purchases, manufacture, tests, or operations that culminate in defective supplies, services, facilities, technical data, or standards.

E.1.4 STANDARDS AND FACILITIES

E.1.4.1 BASIC STANDARDS AND FACILITIES

The following standards and facilities shall be basic in the quality assurance process.

E.1.4.2 CONFIGURATION CONTROL

The Contractor shall maintain drawings, assembly procedures, and other documentation that completely describes a qualified vehicle that meets all of the options and special requirements of this procurement. The quality assurance organization shall verify that each vehicle is manufactured in accordance with these controlled drawings, procedures, and documentation.

E.1.4.3 MEASURING AND TESTING FACILITIES

The Contractor shall provide and maintain the necessary gauges and other measuring and testing devices for use by the quality assurance organization to verify that the vehicles conform to all specification requirements. These devices shall be calibrated at established periods against certified measurement standards that have known valid relationships to national standards.

E.1.4.4 PRODUCTION TOOLING AS MEDIA OF INSPECTION

When production jigs, fixtures, tooling masters, templates, patterns, and other devices are used as media of inspection, they shall be proved for accuracy at formally established intervals and adjusted, replaced, or repaired as required to maintain quality.

E.1.4.5 EQUIPMENT USE BY RESIDENT INSPECTORS

The Contractor's gauges and other measuring and testing devices shall be made available for use by the resident inspectors to verify that the vehicles conform to all specification requirements. If necessary, the Contractor's personnel shall be made available to operate the devices and to verify their condition and accuracy.

E.1.5 CONTROL OF PURCHASES

E.1.5.1 MAINTENANCE OF CONTROL

The Contractor shall maintain quality control of purchases.

E.1.5.2 SUPPLIER CONTROL

The Contractor shall require that each supplier maintains a quality control program for the services and supplies that it provides. The Contractor's quality assurance organization shall inspect and test materials provided by suppliers for conformance to specification requirements. Materials that have been inspected, tested, and approved shall be identified as acceptable to the point of use in the manufacturing or assembly processes. Controls shall be established to prevent inadvertent use of nonconforming materials.

E.1.5.3 PURCHASING DATA

The Contractor shall verify that all applicable specification requirements are properly included or referenced in purchase orders of articles to be used on the vehicles.

E.1.6 MANUFACTURING CONTROL

E.1.6.1 CONTROLLED CONDITIONS

The Contractor shall ensure that all basic production operations, as well as all other processing and fabricating, are performed under controlled conditions. Establishment of these controlled conditions shall be based on the documented work instructions, adequate production equipment, and special working environments if necessary.

E.1.6.2 COMPLETED ITEMS

A system for final inspection and test of completed transit buses shall be provided by the quality assurance organization. It shall measure the overall quality of each completed vehicle.

E.1.6.3 NONCONFORMING MATERIALS

The quality assurance organization shall monitor the Contractor's system for controlling nonconforming materials. The system shall include procedures for identification, segregation, and disposition.

E.1.6.4 STATISTICAL TECHNIQUES

Statistical analysis, tests, and other quality control procedures may be used when appropriate in the quality assurance processes.

E.1.6.5 INSPECTION STATUS

A system shall be maintained by the quality assurance organization for identifying the inspection status of components and completed transit vehicles. Identification may include cards, tags, or other normal quality control devices.

E.1.7 INSPECTION SYSTEM

E.1.7.1 INSPECTION SYSTEM SCOPE

The quality assurance organization shall establish, maintain, and periodically audit a fully documented inspection system. The system shall prescribe inspection and test of materials, work in process, and completed articles. As a minimum it shall include the following controls.

E.1.7.2 INSPECTION PERSONNEL

Sufficient trained inspectors shall be used to ensure that all materials, components, and assemblies are inspected for conformance with the qualified vehicle design.

E.1.7.3 INSPECTION RECORDS

Acceptance, rework, or rejection identification shall be attached to inspected articles. Articles that have been accepted as a result of approved materials review actions shall be identified. Articles that have been reworked to specified drawing configurations shall not require special identification. Articles rejected as unsuitable or scrap shall be plainly marked and controlled to prevent installation on the bus. Articles that become obsolete as a result of engineering changes or other actions shall be controlled to prevent unauthorized assembly or installation. Unusable articles shall be isolated and then scrapped.

The inspection personnel shall enter discrepancies noted by the Contractor or resident inspectors during assembly on a record that accompanies the major component, subassembly, assembly, or bus from start of assembly through final inspection. Actions shall be taken to correct discrepancies or deficiencies in the manufacturing processes, procedures, or other conditions that cause articles to be in nonconformity with the requirements of the contract specifications. The inspection personnel shall verify the corrective actions and mark the discrepancy record. If discrepancies cannot be corrected by replacing the nonconforming materials, the Procuring Agency shall approve the modification, repair, or method of correction to the extent that the contract specifications are affected.

E.1.7.4 QUALITY ASSURANCE AUDITS

The quality assurance organization shall establish and maintain a quality control audit program. Records of this program shall be subject to review by the Procuring Agency.

E.2 INSPECTIONS

E.2.1 INSPECTION STATIONS

Inspection stations shall be at the best locations to provide for the work content and characteristics to be inspected. Stations shall provide the facilities and equipment to inspect structural, electrical, hydraulic, and other components and assemblies for compliance with the design requirements.

Stations shall also be at the best locations to inspect or test characteristics before they are concealed by subsequent fabrication or assembly operations. These locations shall minimally include underbody structure completion, body framing completion, body prior to paint preparation, water test before interior trim and insulation installation, engine installation completion, underbody dress-up and completion, prior to final paint touchup, prior to road test, and vehicle final road test completion

E.2.2 RESIDENT INSPECTOR

This level of inspection is required by FTA for each system that procures 10 or more buses—None of the coordinating systems exceed 4 buses plus options (total not to exceed 7 with options for any one system). Average system purchase is 2 buses plus 1 option.

E.3 ACCEPTANCE TESTS

E.3.1 RESPONSIBILITY

Fully documented tests shall be conducted on each production vehicle following manufacture to determine its acceptance to the Procuring Agency. These acceptance tests shall include pre-delivery inspections and testing by the Contractor, and inspections and testing by the Procuring Agency after the vehicles have been delivered.

E.3.2 PRE-DELIVERY TESTS

The Contractor shall conduct acceptance tests at its plant on each vehicle following completion of manufacture and before delivery to the Procuring Agency. These pre-delivery tests shall include visual and measured inspections, as well as testing the total vehicle operation. The tests shall be conducted and documented in accordance with written test plans, approved by the Procuring Agency.

Additional tests may be conducted at the Contractor's discretion to ensure that the completed vehicles have attained the desired quality and have met the requirements in "Technical Specifications" (Section 5). The Procuring Agency may, prior to commencement of production, demand that the Contractor demonstrate compliance with any requirement in "Technical Specifications" (Section 5), if there is evidence that prior tests have been invalidated by Contractor's change of supplier or change in manufacturing process. Such demonstration shall be by actual test, or by supplying a report of a previously performed test on similar or like components and configuration. Any additional testing shall be recorded on appropriate test forms provided by the Contractor and shall be conducted before acceptance of the vehicle.

The pre-delivery tests shall be scheduled and conducted with 30 (thirty) days' notice so that they may be witnessed by the resident inspectors, who may accept or reject the results of the tests. The results of pre-delivery tests, and any other tests, shall be filed with the assembly inspection records for each bus. The under floor equipment shall be available for inspection by the resident inspectors, using a pit or bus hoist provided by the Contractor. The Contractor shall provide a hoist, a scaffold, or elevated platform to inspect vehicle roofs safely and easily.

E.3.2.1 INSPECTION - VISUAL AND MEASURED

Visual and measured inspections shall be conducted with the bus in a static condition. The purpose of the inspection testing is to verify overall dimensional and weight requirements, to verify that required components are included and are ready for operation, and to verify that components and subsystems that are designed to operate with the bus in a static condition do function as designed.

E.3.2.2 TOTAL VEHICLE OPERATION

Total vehicle operation shall be evaluated during road tests. The purpose of the road tests is to observe and verify the operation of the vehicle as a system and to verify the functional operation of the subsystems that can be operated only while the vehicle is in motion. Each vehicle shall be driven for a minimum of 15 (fifteen) miles during the road tests. Observed Defects shall be recorded on the test forms. The vehicle shall be re-tested when Defects are

corrected and adjustments are made. This process shall continue until Defects or required adjustments are no longer detected. Results shall be pass/fail for these vehicle operation tests.

E.3.3 POST-DELIVERY TESTS

The Procuring Agency may conduct acceptance tests on each delivered vehicle. These tests shall be completed within 15 (fifteen) days after vehicle delivery and shall be conducted in accordance with written test plans. The purpose of these tests is to identify defects that have become apparent between the time of vehicle release and delivery to the Procuring Agency. The post-delivery tests shall include visual inspection and vehicle operations. No post-delivery test shall apply criteria that are different from the criteria applied in an analogous pre-delivery test (if any).

Vehicles that fail to pass the post-delivery tests are subject to non-acceptance. The Procuring Agency shall record details of all defects on the appropriate test forms and shall notify the Contractor of acceptance, conditional acceptance, or non-acceptance of each vehicle within five days according to "Acceptance of Vehicle" (Section 2.3.1.5) after completion of the tests. The defects detected during these tests shall be repaired according to procedures defined in "Contractual Provisions" (Section 2), "Repairs After Non-acceptance" (Section 2.3.2).

E.3.3.1 VISUAL INSPECTION

The post-delivery inspection is similar to the inspection at the Contractor's plant and shall be conducted with the vehicle in a static condition. Any visual delivery damage shall be identified and recorded during the visual inspection of each vehicle.

E.3.3.2 VEHICLE OPERATION

Road tests will be used for total vehicle operation similar to those conducted at the Contractor's plant. In addition, the Procuring Agency may elect to perform chassis dynamometer tests. Operational deficiencies of each bus

Electrical System and Lighting

Section 14

14.1 The electrical system operates by the use of an ignition controlled power distribution printed circuit board designed for high reliability and ease of trouble shooting. A driver-friendly controlled switch panel of heavy-duty lighted rocker switches remotely operates the main control board and contains the climate control system and ADA lighted indicators. The switch panel is also based on the same proven printed circuit board technology used in the main control board and is connected to the main control board by a highly reliable multi-conductor data cable.

14.2 The major controlling, protection, and other electrical components are located in easily accessible compartments above the driver and co-pilot. The 12 Volt circuit protection is achieved using ATO automotive fuses.

14.3 The system is supplied directly from the OEM battery and a #2 gauge cable protected by a 125 amp slow-blow fuse battery shut-off switch. All battery cable connections are double-crimped and protected by heat shrink water-tight sealed tubing. Battery cables and external wires are protected by high temperature split convoluted conduit. All external connections are coated with an anti-corrosion spray to help prolong terminal life and avoid voltage loss. Where battery relocation is chosen as an option, the box and slides used will be protected from environmental elements and corrosion resistant. The enclosure will keep the batteries from being exposed yet provide adequate ventilation.

14.4 Wiring consists of rugged, custom built wiring harnesses for all interior and exterior components. Wires run the length of the vehicle on the driver and passenger sides and are easily accessible by removing wire covers (corner boards) located where the side walls meet the ceiling. Cable tie bases are secured to the steel framework of the body using screws and all wires are attached to the bases using durable nylon ties. All wiring harnesses are constructed of high-temperature type-GXL wire for 12 Volt circuits providing a safe and reliable electrical system. Weather Pack environmentally sealed connectors are used for all exterior applications. Butt-style connectors are restricted. Each wiring circuit is color coded and labeled for ease of identification. All cabling is solder sealed and machine crimped. Wiring follows Ford QVM recommendations.

14.5 All interior lights are LED. All exterior lights are LED lamps. Convenience lighting is installed in the cab and stepwell. Lighting is designed for ease of use and maintenance. All lighting products are wired for use with the driver controlled switch panel or with optional paratransit equipment, and/or through automatic switches. Interior dome light packages are available for passenger safety and convenience. Exterior lighting consists of long lasting heavy duty LED running, clearance, brake, and stop/tail/turn lamps. Additional optional interior and exterior lights are available such as destination signage, optional reading lights, dome lights, stepwell and exterior lighting. All lighting products meet or exceed the standards specified in C/FMVSS 108.

14.6 Vehicle is equipped with a back-up alarm for safety. Optional reverse camera systems or rear object detectors are available.