CITY OF CHICAGO
DEPARTMENT OF PROCUREMENT SERVICES
ROOM 403, CITY HALL, 121 N. LA SALLE ST.

JNCP Form Rev ____

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT

COMPLETE THIS SECTION IF NEW CONTRACT

For contract(s) in this request, answer applicable questions in each of the 4 major subject areas below in accordance with the Instructions for Preparation of Non-Competitive Procurement Form on the reverse side.

Request that negotiations be conducted only with FORD MOTOR COMPANY (Name of Person or Firm) for the product and/or services described herein.

This is a request for _____ (One-Time Contractor Requisition # _____, copy attached) or 3 YR Term Agreement or ____ Delegate Agency (Check one). If Delegate Agency, this request is for "blanket approval" of all contracts within the HYDROGEN VEHICLES (Program Name) (Attach List) with (2) YR EXTION OPTIONS

Pre-Assigned Specification No. _____

Pre-Assigned Contract No. _____

COMPLETE THIS SECTION IF AMENDMENT OR MODIFICATION TO CONTRACT

Describe in detail the change in terms of dollars, time period, scope of services, etc., its relationship to the original contract and the specific reasons for the change. Indicate both the original and the adjusted contract amount and/or expiration date with this change, as applicable. Attach copy of all supporting documents. Request approval for a contract amendment or modification to the following:

Contract #: _____ Company or Agency Name: _____

Specification #: _____ Contract or Program Description: _____

Mod. #: _____ (Attach List, if multiple)

BRENDAN DALEY	744-8901	Brendan Daley	ENVIRONMENT	8-11-06
Originator Name	Telephone	Signature	Department	Date

Indicate SEE ATTACHED in each box below if additional space needed:

( ) **PROCUREMENT HISTORY** SEE ATTACHMENT
( ) **ESTIMATED COST** SEE ATTACHMENT
( ) **SCHEDULE REQUIREMENTS** SEE ATTACHMENT
( ) **EXCLUSIVE OR UNIQUE CAPABILITY** SEE ATTACHMENT
( ) **OTHER**

APPROVED BY: _____ 8-11-06
DEPARTMENT HEAD OR DESIGNEE — DATE

_____ BOARD CHAIRPERSON — _____ DATE

SCOPE OF SERVICES
BY FORD MOTOR COMPANY

Ford will provide to Recipient, City of Chicago, Department of Environment experimental hydrogen engine vehicles (collectively, the "Vehicles" or, in the singular, "Vehicle"), which will be based on the Ford E450 platform equipped with a hydrogen engine powertrain and any other equipment deemed appropriate by Ford (the "hydrogen system"), for the purpose of aiding both Ford and Recipient to demonstrate and evaluate the performance characteristics of such Vehicles.

EXHIBIT 1

Vehicle Identification

The following information provides identification of the Ford H2ICE Vehicles provided to Recipient:

Unit No.	Vehicle Identification No.	State License No.	Mileage @ Delivery	Date In Service	Date out of Service
1					
2					
3					
4					
5					

EXHIBIT 2

VEHICLE USAGE PLAN

EXHIBIT 3

SPECIAL TOOLS LIST
This list is being developed.

Items	Unit Cost ($US) estimate	Qty	Total Cost	Items	Unit Cost	Qty	Total Cost
Fuel Leak Detector a. 3000is b. TIF	 $6,200 $300						
Calcheck	$2,200						
Fuel Diagnostic Tool	$4,500						
Stack kit & purge manifold	$3,500						
Defuel cap	$20						
Telematics							
a. Flash Drive 1 Gigabyte	$70						
b. Connectors & Adapters	$210						
TOTAL (estimate)	$17,000						

EXHIBIT 4

TRAINING OF PERSONNEL

Personnel	Drivers Training	Fueling Training	Fleet Mgr. Training	Maintenance Training	Technician Training
	2 Hr "instructor led" classroom training with vehicle review & short parking lot drive	1 Hr "instructor led" training at the fueling station	Includes "Drivers" & "Fueling" training plus (2) Hr. vehicle maint. Req'ts.	Includes "Drivers" & "Fueling" training plus (I) day vehicle maintenance procedures	2-3 Day "instructor led" training held at various FCSD Training Centers.
Vehicle Drivers	X	Optional			
Fleet Operations Personnel	X	X	X	Optional	
Fleet Maintenance Personnel	X	X	X	X	
Vehicle Repair Technicians					X

EXHIBIT 5

H2ICE DATA GATHERING AND REPORTING SUMMARY

In order to monitor real-world performance and efficiently service the Recipient's H2ICE fleet, Ford will acquire, summarize, and perform diagnostic analysis on data from each vehicle. All data will be treated by Ford as confidential.

Data Sources:

- Vehicle data sent by real-time telematics during vehicle operation.
- Vehicle data downloaded manually or automatically via WiFi or similar wireless connection at the Recipient's after-hours vehicle parking locations or at the vehicle service facility.
- Data recorded by Recipient and reported to Ford.

Number of Samples, Reporting Frequency:

- Vehicle telematics data will be transmitted automatically.
- Wireless retrieval of vehicle data after hours is intended to be automatic, but the Recipient may from time to time be required to perform this operation manually at Ford's request using tools supplied by Ford.
- Recipient shall keep records of scheduled and unscheduled maintenance, repairs, Ford requested modifications, Ford requested or Recipient initiated diagnostic tests, and driver comments and transmit same to Ford Motor Company on a quarterly basis.

Parameters to be Recorded:

- Vehicle telematics data will consist of variables such as vertical and horizontal vehicle position, speed, engine RPM and load, fuel level, diagnostic codes and other engineering quantities of interest to Ford.
- Wireless vehicle data retrieved after hours will consist of selected transient data records triggered by predefined events and acquired and stored during vehicle operation.
- Recipient's maintenance data shall include:
  - Log of fluids added
  - Samples of fluids and removed filter elements if requested by Ford
  - Visual inspections/pictures of specified components (e.g. oil separator, etc)
  - Engine or other control/communication module diagnostic test results
  - Driver comments on vehicle performance
  - Records of defueling or purging events (necessary to bring vehicles into non-hydrogen rated facilities or purge hydrogen from the fuel system)

Telematics Data Website:

- Ford engineers may view vehicle telematics data at any time for the purpose of monitoring, analysis or diagnostics.
- Although Ford engineers may use the website to query the vehicle for specific limited data while the vehicle is in operation, no part of the vehicle's performance is controllable from the website.

Data Accuracy and Availability:

- Although Ford will make every reasonable effort to maintain and validate the accuracy of the data acquired, events beyond Ford's control (e.g. sensor, communications or data server failure) may lead to erroneous data reports, missing data or temporarily unavailable data.

Draft: 19 May 2006

FORD CONFIDENTIAL

EXHIBIT 6

E450 H2ICE VEHICLE DESCRIPTION

1. Vehicle description	E450 Cutaway Shuttle Bus
2. Configuration:	Shuttle Bus (Body manufactured By Corbeil Enterprises)
3. Wheelbase	176" WB
4. Body style	Shuttle Bus Body on E450 Chassis
5. Passenger capacity	12 passengers or 8 passengers plus wheelchair lift
6. Chair lift capacity	Yes
7. Vehicle length	301.5 "
8. Vehicle width	96"
9. Vehicle height	112.5"
10. Frontal overhang	30"
11. Rear overhang	95.5"
12. Fueling location	Left rear side
13. Power steering	Yes
14. Engine displacement	6.8L V10 Engine , Supercharged
15. Engine horsepower	235 HP
16. Engine torque	310 ft.-lbs.
17. Transmission	Automatic, 5R110W
18. Final drive ratio	4.56:1
19. GVW	14,050 lbs./ 6375 kg
20. Emission level	0.2 gm / BHP-hr NOx (target)
21. OBD compliant	Partially compliant
22. Warranty	Vehicle will remain property of the Ford Motor Company
23. Fuel system	5000 psi storage
24. Fuel capacity	30 kg of gaseous hydrogen (1)
25. Vehicle range	150 miles
26. Tank configuration	Rear of vehicle, separate from passenger area, above frame
27. Fuel tanks	Dynetek W205 Type 3, (carbon fiber wrapped, metal liner)
28. A/C	Yes
29. H2 logos/signage	Signage / Color to be determined by customer and Ford
30. Interior seating configuration	To be determined by Customer and Ford

(1) The fuel storage volume of the Ford E450 H2ICE vehicle is 30 kg (1,230 liters (water capacity)), which is indicated to appropriately equipped fill stations by an 11.1 kOhm resistor in the vehicle's fill data communication circuits. The vehicle user may experience slow and/or incomplete fills if the station is not able to recognize this.