TECHNICAL SPECIFICATION - PROCUREMENT SCHEDULE\*

AMD

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| Product | | | | | | | | | | | |
| number of the lot envisaged by the invitation | intermediate code envisaged by the procurement plan according to the Common Procurement Vocabulary (CPV) | name | trademark, brand, and name of the manufacturer\*\* | technical specification | unit of measurement | unit price/AMD | total price/AMD | total quantity | shipment | | |
| address | количество | срок\*\*\* |
| 1 | 34621500/502 | Trolleybus |  | presented below | pc. |  |  | 15 | Yerevan |  | within 180 calendar days from the date of entry into force of the agreement (in the case of envisaging the required financial resources for the agreement to be concluded). |

* **Vehicle Stock Standard:** imported Trolleybuses shall comply with the requirements established by the Technical Regulations of the Customs Union "On the Safety of Wheeled Vehicles" (TR CU 018/2011), adopted by the decision of the Customs Union Commission No.877 dated December 9, 2011, effective in the Republic of Armenia since January 2, 2020, which appendix defines vehicles subject to certain requirements and envisages provisions concerning emissions (particularly, seizure by year and environmental classes). At the time of delivery of the Trolleybuses, the supplier shall provide the customer with the certificates required by the above-mentioned Decision No.877 dated December 9, 2011, for import into the territory of the Customs Union. Trolleybuses shall be produced no earlier than 2024, not previously used, with mileage at the time of purchase within the permissible standard for in-house and test mileage; when driving a vehicle under its powers, no more than the average estimated distance along the ideal route of import from the country of the manufacturer or in accordance with mileage justified by the documents presented.

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| **Technical Requirements of the Trolleybus**  **with Autonomous Mileage** | | |
| Trolleybus | Criteria | It is required to purchase a trackless trolleybus with two ways of electrical energy supply, which is able to run when powered by a contact network or an onboard power battery. When delivered to the Republic of Armenia, the trolleybus shall comply with the technical regulations of the Customs Union "On the Safety of Wheeled Vehicles" (TR CU 018/2011). |
| Model and type | A two-axle trackless trolleybus with two ways of generating electric energy, 100% low-floor, left-hand drive, three doors on the right side, stepless entry from all doors, and an electric drive (the transmission of motion is directly performed by an electric motor) |
| Overall dimensions | Length: 12,200±50mm  Width: 2550mm±20mm (excluding reversing mirrors)  Height: no more than 3,800mm (including air conditioning and a trolley pole)  Wheelbase: 6,000±50mm  Interior height(mm) 2350±50mm  Turning diameter: no more than 22m  Approach / departure angle: at least 7°  Minimum ground clearance (mm): no more than 140mm |
| Internal height of the wagon | The internal height of the wagon is at least 2,300mm |
| Weight | Curb weight: no more than 13,500kg  maximum aggregate weight: no more than 19,500kg |
| Passenger capacity | The maximum capacity shall be at least 85 people  Soft passenger seats are used in an amount of at least 25+2  At least 1 wheelchair area with a length of no less than 1,800mm shall be installed in the cabin and a folding ramp for wheelchairs shall be installed at the second passenger door. |
| Operation environment | The normal operation mode shall be ensured for the ambient temperature -35℃ to 55℃ |
| Floor height, door size | The height of the landing platform: no more than 340mm, measurements are performed for all passenger doors when the trolleybus is standing, empty, and with the electric motor running and the doors open.  The approach angle and departure angle shall be no less than 7°  All passenger doors shall be installed on the right side of the trolleybus and shall open inside the cabin; the net width of the passenger passage for all passenger doors (the distance between the handrails on two doors with the door open) shall be at least 1,100mm. The penetration of wind, snow, and water into the trolleybus shall be excluded when the doors are closed.  The height of the doorway from the finishing floor: at least 2,000mm. |
| Corrosion protection | Cathode electrophoresis technology is used for trolleybus; electrophoresis wires made by world-famous manufacturers are used.  A five-layer anti-corrosion system consisting of galvanized sheet, phosphated coating, electrophoretic paint, intermediate varnish, and top coat is used.  The coating thickness of the electrophoretic paint is at least 25mkm.  Salt mist tests for trolleybuses shall be performed for over 1,000 hours.  The electrophoresis process shall include at least 16 operations; electrophoresis is performed for the body and frame; the surface of the inner plates, outer plates, and the inner cavity of profiles shall be completely covered with an anti-corrosion coating. The trolleybus shall not be subjected to rusting for 8-10 years. |
| Setting up the cable network | Before the trolleybus is released from the factory, it shall be tested for operability in various road conditions;  The participant's offer shall include surveys of the factory settings of the cable network, substation equipment, and devices for setting up a trolleybus. |
| Trolleybus specifications | The maximum gradability shall be no less than 15%.  The maximum speed is at least 60km/h (with full load) in a non-contact network.  On a flat road, the 0-50km/h acceleration time is no more than 15 seconds (with full load).  External noise level: no more than 77dB(A) (measured at a distance of 7.5m from the trolleybus at a speed of 50km/h on an asphalt road)  Noise level in the cabin: no more than 76dB(A) (measured at a height of 1.6m above floor level at a speed of 50km/h on an asphalt road) |
|  | Autonomous travel of the trolleybus outside the contact network | The autonomous travel of the trolleybus outside the contact network (according to the loaded SORT2 cycle) is at least 60 km when the air conditioner is turned off. |
| Trolleybus | Drive motor | The drive motor shall be a synchronous motor with small-size permanent magnets and high efficiency.  Liquid cooling shall be used for the drive motor; the drive motor shall operate normally at ambient temperatures of -40°C to 55°C.  The rated power of the drive motor is at least 195kW; the peak power shall be at least 350kW; the maximum efficiency shall be at least 94%; the share of high-efficiency zones with an efficiency shall be at least 80%.  The protection class of the drive motor shall not be at least IP67.  The number of drive electric motors installed worldwide shall be at least 500 pcs.  The transmission of motion is performed directly by the drive motor; when the trolleybus stops, the drive motor shall turn off and stop operating; the idle mode is not allowed.  The drive motor shall provide convenience for repair inspection.  A protective structure against deposits is additionally installed in front of the drive motor; a non-return valve is additionally installed on the surfaces of thin-walled parts, such as a frame box; a thermal insulation device is installed on their inner surfaces to release hot air in a timely manner, thereby preventing the generation of water on the inner surface at low temperatures and preventing the condensation. It is required to ensure that the electric motor meets the requirements for operation in Yerevan.  The drive motor shall be able to adapt to low ambient temperature, maintain a good insulating property, and shall be characterized by high reliability. |
| Control system | An control system, which includes a power steering controller, an air compressor controller, a DC/DC switch cabinet, and a high-voltage switch cabinet, is used to provide convenience for maintenance.  The protection class of the integrated controller shall be at least IP67.  The trolleybus shall have electric and pneumatic braking functions.  The trolleybus shall have the function of starting from a place uphill. It is not allowed to roll the trolleybus when moving uphill with a slope of 10%.  The trolleybus shall have an anti-skid system. |
| High-voltage electrical equipment | The insulation protection between the high-voltage components and the body shall be ensured by the main and additional insulations.  High-voltage protection for auxiliary equipment shall be ensured by a contactor; the contactor shall be able to turn on/off under load in the case of failure.  Each battery compartment shall be equipped with a fuse.  A fuse shall be installed in the high-voltage discharge circuit. |
| Current-collecting system | A trolley pole made of light aluminum alloy / **metal with an insulating coating is used; the outreach of trolley poles beyond the dimensions shall be no more than 680 mm**)  High-precision position detection is used for the quick alarm of disconnection from an external power source and the accuracy of the angle sensor shall not exceed 0.1°;  High-frequency pneumatic control technology is adopted to ensure the protection of the collector pole during its rapid descent. The four-link double-cylinder mechanism ensures a low off-grid rate, and the active of re-centering after off-grid is ≤2s, so as to prevent secondary accidents after off-grid.  The trolley pole head shall be designed with a protection design against hanging on the contact network in order to reduce the risk of the trolley pole head hanging on the contact network after disconnecting the trolley pole from the contact network;  An electronically controlled pneumatic trolley pole is used. The control switch of the trolley pole is installed on the dashboard; the control wiring harness is laid from the dashboard to the roof of the trolleybus.  An isolated power supply with a rated power of ≥75kW, continuous peak power for 90 seconds of ≥100kW, at least IP67 protection class, an overvoltage protection device, and a lightning protection device are also installed. |
| Power battery | 1. A lithium-iron-phosphate battery is used. To ensure the high safety and reliability of the trolleybus, the battery core and the battery system shall be procured from the same manufacturer of power batteries. The capacity of the battery shall provide 60km during autonomous travel outside the trolleybus contact network; the energy density is at least 135W/h/kg.  2. The battery compartment cover shall be made of a composite material that is able to withstand flame burning at 1,200°C for at least 30 minutes.  3. Together with the battery management system (BMS), the following control functions are implemented: battery temperature detection, battery operating current detection, insulation resistance detection, temperature regulation, battery state of charge (SOC), battery fault assessment, and online alarm, as well as battery safe charging control.  4. The battery shall be equipped with an around-the-clock monitoring system. In order to ensure that the battery malfunction can be monitored when the bus is parked for a long time, the trolleybus shall have the function of round-the-clock battery monitoring (supporting documents shall be provided).  5. All battery compartments shall be equipped with MSD fuses.  6. The nitrogen protection system of the power battery shall be used to limit the battery compartment in an anaerobic environment in real-time to improve the safety of the trolleybus.  8. Thermal insulation and refractory materials shall be installed inside and outside the battery compartment to increase the safety of the battery system; a liquid cooling and liquid heating system shall be used for the thermal management of batteries. |
| Electric air compressor | The electric air compressor has the function of automatic voltage identification and the operating voltage range amounts to 200-750V.  There is accident-prevention protection in the case of overheating, overflow, overvoltage, under-voltage, and phase breakage; it is ensured that the electric motor system is switched off in time to avoid damage to the system due to overheating, overflow, overload, overvoltage, etc.  The protection class of the air compressor electric controller is at least IP68.  The rated discharge pressure of the air compressor is 1.0MPa and the volume flow rate is at least 400L/min.  The air compressor motor shall be a high-efficiency synchronous motor with permanent magnets; the rated power is at least 4kW. |
| Parking assistance system | The trolleybus shall be in a braking state when any of the passenger doors are open. |
| Trolleybus isolation monitoring | The trolleybus shall have two independent isolation monitoring systems. Such systems implement display on devices and in real-time using the trolleybus control system and issue an alarm signal if there is an anomaly. When disconnected from the contact network, two isolation monitoring systems operate simultaneously; when connected to the contact network, the isolation monitoring system at the output of the isolated DC power supply operates. |
| Chassis | Axles and suspensions | An independent suspension, which does not require maintenance, is used for the front axle where air receivers and a disc brake are installed.  The maximum permissible load on the front axle is 7,500kg.  The rear axle is a portal axle, which does not require maintenance; air receivers and a disc brake are installed on it.  The maximum permissible load on the rear axle is 13,000kg.  An integrated maintenance-free bearing assembly with grease is used for the front and rear axles to ensure convenience for future maintenance.  Fully pneumatic suspensions (front suspension with two receivers, rear suspension with four receivers) with telescopic shock absorbers to adjust the position of the body are used.  The rubber pneumatic supports of the suspension system shall be protected from dust and damage and all receivers shall be easily replaceable.  Front air suspension: with at least one rubber pneumatic supports, two hydraulic telescopic flavors, and at least 1 height sensors.  Rear air suspension: with four rubber pneumatic supports, four hydraulic telescopic flavors, and at least 2 height sensors. |
| Wheels and tires | Michelin/Goodyear tubeless tires with a trolleybuses tread shall be used. The tire type is 305/70R 22.5 or 275/70R 22.5; tires shall have reinforced sidewalls (aluminum alloy rim) to minimize wear damage caused by curbs and scratches.  Tire sidewall shall be with tread wear indicator.  The wheel hub has an aluminum or metal alloy construction. |
| Steering | Electric hydraulic power steering is used |
| Steering wheel | The diameter of the steering wheel is about 450±30mm, which ensures good visibility of the dashboard.  Longitudinal and vertical steering adjustment is implemented to meet the needs of drivers of various heights and statures. |
| Air compressor | An oil-free piston air compressor characterized by ease of maintenance, with a nominal operating pressure of 10 bar is used. |
| Brake system | The trolleybus shall be equipped with a two-circuit pneumatic braking system, a service brake reducer, a parking brake, and EBS systems;  The trolleybus shall have such functions as an electromechanical parking brake (EPB), starting uphill, parking brake, anti-skid system of the driving wheels, electronic brake force distribution system, auxiliary brake, braking mode when the door is open, etc.  Pneumatic disc brakes are installed on the front and rear axles; wear sensors are installed on all disc brakes. |
| Body requirements | Interior floor and linoleum | Low-floor construction, a cellular panel made of polypropylene or a Finnish board is used.  The thickness of the linoleum shall be at least 2mm; the wear-resistant layer shall be at least 0.4mm.  The lost resistance of linoleum to particle abrasion in over 50,000 cycles shall be less than 10%.  Linoleum slip resistance is ≥R9 (according to 51130:2014-02)  Linoleum shall comply with EN 13845.  Linoleum shall comply with the characteristics of the fire hazard class SF3 according to DIN 5510. |
| Exterior body finish / frame | The exterior finish of the body shall have a modern design and withstand the pressure of the water jet of the automatic washing system without causing damage.  The main frame structure shall be made of high-strength steel.  The front part and the back part shall be made of galvanized steel stamped materials and the roof covering shall be made of galvanized steel subjected to anti-corrosion testing by electrophoresis, as well as shall have good corrosion resistance. |
| Front windshield/driver's window glass/side window glass/passenger door glass | The front windshield shall be a solid safety triplex, shall not break when hitting the front windshield with a heavy object while driving, and shall not harm the driver. And the driver shall be able to see a small distance ahead through the broken glass, increasing driving safety.  Electrically heated glass or hollow glass shall be used for the driver's window.  Glass with a transmittance ratio of at least 50% shall be installed in the side windows; a built-in sliding window shall be installed on the upper part; the lower part shall be closed.  The glass at the first passenger door shall be a multiple-glazed unit.  Passenger doors are with anti-jamming function. |
| Height of passenger doors / ramp | The trolleybus shall have three passenger doors.  All passenger doors shall be installed on the right side of the trolleybus and shall open inside the cabin. Pneumatic swing doors, which shall be opened/closed safely and reliably, are used.  For each passenger door, an emergency valve shall be installed inside and outside the trolleybus; this emergency valve shall help to open the passenger door manually.  In the case of an accident, turn the main emergency valve near the auxiliary dashboard to open the passenger door.  The passenger door shall have an anti-jamming function. |
| Shockproof battery compartment design | The power battery compartment shall be closed; shock-proof structures shall be installed at the back and sides to ensure that the battery compartment will not be compressed after a side collision with a 2.7-ton heavy vehicle with a speed of 50km/h and a rear-offset collision with a 49-ton heavy vehicle with a speed of 30km/h. |
| Signs and graphic symbols in the cabin | All inscriptions shall be in Russian or in English. |
| Rear-view mirrors | Rear-view mirrors with an electric heater and an electric regulating device are used. |
| Driver's seat | The driver's seat shall meet ergonomic requirements; an adjustable driver's seat with an air cushion is used; a massage system is installed on the back and an eight-point massager pillow is used to relieve muscle fatigue of the lower back and increase driver comfort when driving.  A ventilation and circulation system of the seat, a heating system, and a damping regulator are installed.  The driver's seat has a quick lowering function; when the driver enters and exits the cab, the seat position can be lowered quickly to facilitate the entry and exit of the driver. |
| Temperature control and thermal insulation of the trolleybus | Air conditioner | The trolleybus shall be equipped with an electric heating and cooling air conditioner, as well as with air filters for the air conditioner.  The cooling capacity is no less than 38,000kcal/h; the heating capacity is at least 36,000kcal/h; there is also a battery cooling function.  An intelligent inverter compressor of the air conditioner is used and the compressor shall provide a linear change in output power depending on the difference between the interior temperature in the cabin and the set one.  The DC input voltage shall correspond to the full range of the operating voltage of the power battery.  The air conditioner compressor shall have a short circuit and overheating protection function.  The protection class of the high-voltage electrical part of the air conditioner shall be at least IP68. |
| Interior ventilation system | At least 1 hatch shall be installed on the roof of the trolleybus with an opening length of at least 800mm and a width of at least 600mm to make it convenient for maintenance and repair. |
| Trolleybus thermal protection | To implement the thermal insulation of the trolleybus, a layer of foamed material is laid under the floor, which can satisfy the need for insulation in the winter season; additional insulation measures shall be taken for the ramp and the driver's area hot air nozzles are installed on the landing platform to prevent freezing of the floor in the winter season. |
| Heating | The trolleybus shall be equipped with a driver's heater and electric radiators in the passenger compartment to meet the need for heating in the winter season.  A radiator shall be installed near each passenger door.  The trolleybus shall be equipped with a defroster; the defroster uses a fan with a long service life that is able to reach 20,000 hours to meet the need for daily operation. |
| Electrical part | Low-/high-voltage wiring harness | A copper wire, which has the protection of multi-wire tape insulation and fire resistance, shall be used in a high-voltage wiring harness, and a tinned copper wire, which is resistant to oxidation and fire resistance and does not emit harmful substances at the operating temperature range of the trolleybus, shall be used in a low-voltage wiring harness.  The withstood voltage of the high-voltage wiring harness shall correspond to 2500VAC (for 1 min).  The wires shall be laid in insulated pipes or trays to provide additional thermal insulation and ensure protection from water and dust.  It shall be possible to distinguish the low-voltage wiring harness from the high-voltage one; both wiring harnesses shall be installed separately from each other.  The wiring harness on the roof shall be protected from direct sunlight.  The high-voltage wiring harness shall consist of a conductor, an insulating layer, a shielding layer, and a protective casing.  The high-voltage wiring harness and the low-voltage signal wire (CAN wiring harness, monitoring wiring harness, communication wiring harness, etc.) shall be located separately and the distance between them shall exceed 20mm. The density of the shielding grid of the high-voltage wiring harness is at least 85% and the connection between the high-voltage wiring harness and the high-voltage electrical components shall meet the requirements of 360° shielding.  The high-voltage wiring harness shall be laid without twisting.  The high-voltage wiring harness along the back part shall be located in the rear protective bar and the high-voltage wiring harness from the battery compartment, which is laid along the sidewall, shall be located in the sidewall protective bar.  To connect the high-voltage wiring harness with electrical equipment, copper tinned cold-pressed terminals shall be used. To protect the connection of the connection point with the wire, a tight-fit shrink tube shall be used.  Between high-voltage conductors, between conductors and screens, as well as between conductors and the connector housing, a voltage of 2500VAC shall be maintained for at least 1 min. |
| Outdoor lights | Daytime running lights shall be available; outdoor lights shall use an LED light source.  Lighting fixtures shall be provided above the external side of the passenger door for the convenience of entrance/exit of passengers at night. |
| Video surveillance system | The system shall include at least 8 cameras that can register the display of passenger doors, reverse travel, trolley pole, and trolleybus interior, as well as have the function of storing video surveillance recordings of the interior; the system uses a solid-state hard disk with a capacity of at least 1TB. |
| Instrumentation | The trolleybus shall be equipped with devices with a liquid crystal screen, which shall be installed on the driver's dashboard in the cabin, as well as shall have protection functions against solar glare and vibration. At the same time, the display of the following parameters can be viewed on the instrumentation screen:  1. Speed and distance traveled  2. Pressure in the brake circuit cylinder  3. Voltage and current of the power battery  4. The alarm signal of the under-voltage of the onboard 24V battery and the power battery.  5. Information about the malfunction of the trolleybus  6. Condition of the passenger door and rear compartment  7. ECAS system |
| USB connectors for charging mobile phones | The sidewall of the trolleybus, the driver's area, and the wheelchair area shall be equipped with USB connectors for charging; connectors made by well-known European manufacturers are used; the number of connectors shall be at least 15. |

* **Operating conditions**: the delivered Trolleybuses will be operated in weather conditions of -40 to +45 degrees; parking will be provided in an open area, without a canopy; the operation will be organized on medium and poor roads.
* **Guidance systems**: the supplier must also provide the operating organization with guidance systems that will allow the driver to connect the power receiver to the contact network (at least 6 systems) after autonomous driving without additional interference:
* **Training:** the supplier shall provide training to the Customer's personnel or authorized representatives on issues related to the operation, maintenance, and repair of Trolleybuses. Training shall be carried out in the territory of the Republic of Armenia for technical personnel and drivers using both technical regulations, specifications, with practical training and video recordings.

The supplier shall provide the operating organization with the following technical literature in Armenian or Russian, and if it is not possible, at least in English:

1. Operation manual of trolleybuses of this type - 5 counterparts

2. Spare parts catalog - 2 counterparts

3. Schematic drawings of systems of trolleybuses of this type with the technical names of the components and their standards - 3 counterparts

4. Types of oils and lubricants applied for this type of trolleybuses, their technical specifications

* **In case of different interpretation of the clauses of this technical specification in English and Russian language, the Armenian version of the same clauses shall be taken as the basis.**
* **Delivery:** the specified number of Trolleybuses shall be delivered to the customer within 6 months.
* **The warranty period of the Trolleybus** shall be at least 2 years or 150,000 km run, which shall be carried out in the administrative territory of Yerevan, RA (Bagratunyats 44).
* **Electric motor system: 60 months or 500,000 km (whichever comes first),**
* **Controller system: 60 months or 500,000 km (whichever comes first),**
* **Traction battery system: 96 months or 500,000 km (whichever comes first).**
* **Trolleybus price: the participant shall offer the price of the Trolleybus for DAP Yerevan, RA (INCOTERMS 2020).**
* **All payments (expenses) to be made by the seller, including taxes, duties, transportation costs, insurance costs, premiums, and expected profits, shall be included in the quotation in accordance with the condition of DAP Yervan, RA (INCOTERMS 2020).**
* **The purchase shall be performed in the territory of the Republic of Armenia.**
* **The purchased product shall comply with the legislation of the Republic of Armenia.**
* **The participant shall provide such service conditions and spare parts (1) that the service center will provide from the day of commissioning, i.e. permanent replacement and repair of all running wear parts and supply the following spare parts.**

**(1)**

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| N | Name | Unit of measure | Quantity |
| 1 | Drive Motor | pcs | 1 |
| 2 | Ball Hinge | pcs | 8 |
| 3 | Cylinder Assy. | pcs | 2 |
| 4 | Door Exterior Button Switch | pcs | 1 |
| 5 | Steering Gear Assy. | pcs | 1 |
| 6 | Ball Hinge | pcs | 2 |
| 7 | Power outlet | pcs | 1 |
| 8 | Stabilizer Bar Bearing Base | pcs | 2 |
| 9 | Door Exterior Air Release Valve | pcs | 1 |
| 10 | Reversing Monitor | pcs | 1 |
| 11 | Electric Horn,Low Pitch | pcs | 1 |
| 12 | Electric Heater | pcs | 1 |
| 13 | Backup Radar Host | pcs | 1 |
| 14 | Water pump assembly, 900L/11.5m, 24V, Φ 25 | pcs | 1 |
| 15 | Motor Radiator | pcs | 2 |
| 16 | Water Pump Assy. | pcs | 1 |
| 17 | Low air pressure alarm | pcs | 1 |
| 18 | Condenser Fan | pcs | 4 |
| 19 | Front Door Solenoid Valve | pcs | 1 |
| 20 | Pneumatic Anti-pinch Switch | pcs | 1 |
| 21 | Wiper Linkage | pcs | 1 |
| 22 | Height Sensor | pcs | 1 |
| 23 | Central Lubrication Oil Pump | pcs | 1 |
| 24 | Speedometer Sensor Mounting | pcs | 1 |
| 25 | Collecting pole lifting rocker switch, LSM-3.32A, white, 24V | pcs | 1 |
| 26 | Flow Control Valve | pcs | 1 |
| 27 | Multi-function Switch | pcs | 1 |
| 28 | Drive Shaft Assy. | pcs | 1 |
| 29 | Height Valve | pcs | 1 |
| 30 | Nitrogen Separation Membrane Module | pcs | 1 |
| 31 | Master Pressure Controller | pcs | 1 |
| 32 | Precision Pressure Reducing Valve | pcs | 1 |
| 33 | Alighting Bell Button | pcs | 3 |
| 34 | Electronic Expansion Valve | pcs | 1 |
| 35 | Motor | pcs | 1 |
| 36 | 4-way Valve | pcs | 1 |
| 37 | Oxygen Detection Module | pcs | 1 |
| 38 | Air Heater & NTC | pcs | 1 |
| 39 | Water Level Sensor | pcs | 1 |
| 40 | Side Marker Lamp | pcs | 10 |
| 41 | Exhaust Solenoid Valve | pcs | 1 |
| 42 | Parking Brake Air Pressure Sensor | pcs | 1 |
| 43 | Air Pressure Sensor | pcs | 1 |
| 44 | Temperature Warning Switch | pcs | 1 |
| 45 | Rocker Switch, Right 3rd Service Door | pcs | 1 |
| 46 | Brushless Evaporator Fan | pcs | 4 |
| 47 | Proximity Switch | pcs | 1 |
| 48 | Fresh Air Assy. | pcs | 1 |
| 49 | Damper | pcs | 1 |
| 50 | Proximity switch | pcs | 1 |
| 51 | Rocker Switch,Right 1st Service Door | pcs | 1 |
| 52 | Differential Relay Valve | pcs | 1 |
| 53 | Vehicle Solenoid Valve | pcs | 1 |
| 54 | Motor | pcs | 2 |
| 55 | Bottom Frame Air Bag | pcs | 1 |
| 56 | Electric Horn,High Pitch | pcs | 1 |
| 57 | Expansion Tank Pressure Cap | pcs | 1 |
| 58 | Drag Link Joint (right) | pcs | 1 |
| 59 | Vehicle Body Control Module | pcs | 1 |
| 60 | Main Solenoid Valve | pcs | 1 |
| 61 | Drive Shaft Flange Fork | pcs | 1 |
| 62 | Air Pressure Sensor Alarm | pcs | 1 |
| 63 | Emergency Lamp Rocker Switch | pcs | 1 |
| 64 | Air Pressure Signal Sensor | pcs | 1 |
| 65 | Expansion Tank Pressure Cap,28mm,30kPa | pcs | 1 |
| 66 | Rocker Switch,Right 2nd Service Door | pcs | 1 |
| 67 | Alighting Bell Button | pcs | 3 |
| 68 | Brake System Controller,ESC | pcs | 2 |
| 69 | Expansion Tank Assy. | pcs | 1 |
| 70 | Cylinder Assy. | pcs | 1 |
| 71 | Camera | pcs | 1 |
| 72 | Right Passenger Door Rocker Switch | pcs | 1 |
| 73 | Emergency Release Switch | pcs | 1 |
| 74 | Reversing Radar,probe | pcs | 4 |
| 75 | Main Controller | pcs | 1 |
| 76 | Interior Camera | pcs | 1 |
| 77 | Disabled person device button | pcs | 1 |
| 78 | Front Right Brake Chamber Assy. | pcs | 2 |
| 79 | Expansion Tank | pcs | 1 |
| 80 | "Radiator,Motor" | pcs | 2 |
| 81 | Buzzer Alarm Device | pcs | 1 |
| 82 | Brake Signal Transmitter | pcs | 2 |
| 83 | Electric Heater | pcs | 1 |
| 84 | Middle Door Solenoid Valve | pcs | 1 |
| 85 | USB Charging Module,Dual-port,2.1A | pcs | 4 |
| 86 | "Exterior Control Button, Electric Step" | pcs | 1 |
| 87 | Ignition Switch | pcs | 1 |
| 88 | Steering Angle Sensor | pcs | 1 |
| 89 | Stabilizer Rod Bushing | pcs | 2 |
| 90 | Rear Brake Chamber | pcs | 4 |
| 91 | Shock Absorber Assy. | pcs | 4 |
| 92 | Expansion Tank Pressure Cap,28mm,30kpa | pcs | 1 |
| 93 | Nitrogen Accessories | pcs | 1 |
| 94 | 2-position & 3-way Solenoid Valve | pcs | 1 |
| 95 | Solar sensor, KTKSX45, without control box, 12/24V | pcs | 1 |
| 96 | Electric Steering Oil Pump | pcs | 1 |
| 97 | vapor liquid separator | pcs | 1 |
| 98 | Wiper Motor | pcs | 1 |
| 99 | Interior Camera | pcs | 1 |
| 100 | ABS Actuator | pcs | 1 |
| 101 | Front Left Brake Chamber Assy. | pcs | 2 |
| 102 | L-shaped Tube,180mm | pcs | 1 |
| 103 | Alighting Bell Buzzer | pcs | 3 |
| 104 | Battery Pack Pressure Sensor | pcs | 1 |
| 105 | Electronic Selector | pcs | 1 |
| 106 | Door Control Valve | pcs | 1 |
| 107 | Interior Camera | pcs | 1 |
| 108 | Headlamp,Right | pcs | 1 |
| 109 | Air Spring | pcs | 2 |
| 110 | Electric Air Compressor | pcs | 1 |
| 111 | Communication conversion module, gateway, yes, JYD-VMS | pcs | 1 |
| 112 | Headlamp,Left | pcs | 1 |
| 113 | Brake System Controller,EBS | pcs | 1 |
| 114 | Outer Oil Seal, Front Wheel Hub | pcs | 2 |
| 115 | Drag Link Ball Joint | pcs | 1 |
| 116 | Driver Off-seat Alarm Pressure Sensor | pcs | 1 |
| 117 | EBS Module | pcs | 1 |
| 118 | Power Master Rocker Switch | pcs | 1 |
| 119 | Right Evaporator Subassy. | pcs | 1 |
| 120 | Camera | pcs | 1 |
| 121 | Collecting pole controller, SVCM101-V01C | pcs | 4 |
| 122 | Drag Link Joint (Left) | pcs | 1 |
| 123 | Electric Heater | pcs | 1 |
| 124 | Shock absorber assembly, GG, N45, t=337 ～ 512 | pcs | 6 |
| 125 | Camera | pcs | 1 |
| 126 | Air Pressure Sensor Alarm | pcs | 1 |
| 127 | Left Evaporator Subassy. | pcs | 1 |
| 128 | Vehicle Controller | pcs | 1 |
| 129 | Emergency Drop Rocker Switch | pcs | 2 |
| 130 | Inner Oil Seal, Front Wheel Hub | pcs | 2 |
| 131 | Defroster assembly, electric single heater, vertical, Fanshida | pcs | 1 |
| 132 | ABS sensor, elbow, 400 | pcs | 2 |
| 133 | ABS sensor, elbow, 400 | pcs | 1 |
| 134 | DC charging socket | pcs | 1 |
| 135 | Electronic Clock | pcs | 1 |
| 136 | USB Charging Module,Dual-port,2.1A | pcs | 4 |
| 137 | EBS Module | pcs | 1 |
| 138 | Drive Shaft Spider | pcs | 1 |
| 139 | Outsourcing and subcontracting of temperature sensor | pcs | 1 |
| 140 | AUS Rocker Switch | pcs | 1 |
| 141 | Regenerative Enable Rocker Switch | pcs | 1 |
| 142 | Air Bracing | pcs | 1 |
| 143 | Air Bracing | pcs | 2 |
| 144 | Scrubber, | pcs | 1 |
| 145 | Outdoor Spot Lamp | pcs | 1 |
| 146 | Nylon cable tie, | pcs | 10 |
| 147 | Terminal block, PT2.5 | pcs | 10 |
| 148 | Base, 3V100M4F | pcs | 4 |
| 149 | Right Last Upper Compt. | pcs | 1 |
| 150 | Left Last Compt. Door | pcs | 1 |
| 151 | External Air Filter | pcs | 1 |
| 152 | Copper Filter | pcs | 1 |
| 153 | Brake Disk | pcs | 4 |
| 154 | Silencer, BSLM04 | pcs | 4 |
| 155 | Oil-proof Rubber Wire Clip, 25B×15 | pcs | 16 |
| 156 | High voltage insulated wire code, 1-2 pieces, 26mm, multiple pieces | pcs | 18 |
| 157 | Main Mirror Panel;Right | pcs | 1 |
| 158 | Two-way dry filter | pcs | 1 |
| 159 | Adjusting Handle Assy. | pcs | 1 |
| 160 | Trolley seats | pcs | 4 |
| 161 | Rear fog lamp, left | pcs | 2 |
| 162 | Self reset button, FM22E-SFP-11 | pcs | 4 |
| 163 | Electronic Valve | pcs | 1 |
| 164 | Brake Lining Repair Kit | pcs | 1 |
| 165 | Muffler | pcs | 1 |
| 166 | Front clearance Lamp | pcs | 2 |
| 167 | Terminal strip, FBS 2-5 | pcs | 16 |
| 168 | Pre insulated end, single line pipe 0.5 m2, pipe length 8 | pcs | 16 |
| 169 | Compartment Door,710\*510 | pcs | 1 |
| 170 | Non compact cabin door, H95C, 660 \* 710, core, rear left rear wheel | pcs | 2 |
| 171 | 170 left electric main lens+E mark+M&G mark (plug-in plate) | pcs | 1 |
| 172 | Wiper Blade | pcs | 2 |
| 173 | Wiper Arm,Left | pcs | 1 |
| 174 | Rear Tail Lamp,Right | pcs | 1 |
| 175 | UK terminal fastener | pcs | 4 |
| 176 | Speed control valve, PSL801A | pcs | 16 |
| 177 | Right Last Filling Compt.Door | pcs | 1 |
| 178 | (left) rearview mirror assembly) | pcs | 1 |
| 179 | 8202-07718 (right) rearview mirror assembly) | pcs | 1 |
| 180 | Compartment Lamp | pcs | 3 |
| 181 | Side Turn Signal Lamp | pcs | 2 |
| 182 | Threaded joint | pcs | 4 |
| 183 | Threaded joint | pcs | 10 |
| 184 | Non compact hatch door, | pcs | 2 |
| 185 | Filling door, H95C, 720 \* 475, handle, core, left middle battery | pcs | 1 |
| 186 | Rear Outline Marker Lamp | pcs | 2 |
| 187 | License Plate Lamp | pcs | 1 |
| 188 | Black double wall heat shrinkable tube φ 75 Shrinkage ratio 3:1 V0 | pcs | 2 |
| 189 | Threaded joint, 304 quick tightening elbow gas pipe joint ZG1/2-8 \* 5 | pcs | 10 |
| 190 | Three port two position solenoid valve, 3V11006NCBI | pcs | 16 |
| 191 | Driver's Seat Frame | pcs | 1 |
| 192 | Air Bracing | pcs | 1 |
| 193 | 170 right electric main lens+E+M&G marker (plug-in plate) | pcs | 1 |
| 194 | Round Mirror Assy. | pcs | 1 |
| 195 | Wiper Arm,Right | pcs | 1 |
| 196 | Rear Tail Lamp,Left | pcs | 1 |
| 197 | Rear fog lamp, right | pcs | 2 |
| 198 | Bulkhead connector, PLM8 | pcs | 10 |
| 199 | PU pipe UE95A080050100MGA | pcs | 1 |
| 200 | Through plate connector, PLM12 | pcs | 10 |
| 201 | Connector, PEW12-8 | pcs | 18 |
| 202 | L-type air pipe connector, PL802 | pcs | 4 |
| 203 | Front Wall Flap | pcs | 1 |
| 204 | Huitian 7242 Thread Locking Adhesive | pcs | 1 |
| 205 | Motor controller | pcs | 1 |
| 206 | Isolated DC/DC converter | pcs | 1 |
| 207 | Rear Compartment Door | pcs | 1 |
| 208 | Compartment Door,1160\*1045 | pcs | 1 |
| 209 | Front Windshield Glass | pcs | 1 |
| 210 | Side window, outsourcing hollow embedded, | pcs | 1 |
| 211 | Side window, outsourcing hollow embedded, | pcs | 1 |
| 212 | Side window, outsourcing hollow embedded, | pcs | 1 |
| 213 | Side window, outsourcing hollow embedded, | pcs | 1 |
| 214 | Hollow sealing glass, front door, | pcs | 1 |
| 215 | Hollow sealing glass, behind the front door, | pcs | 1 |
| 216 | Hollow sealing glass, in front of the middle door, | pcs | 1 |
| 217 | Hollow sealing glass, behind the middle door, | pcs | 1 |
| 218 | Single layer closed glass, on the right middle door, | pcs | 1 |
| 219 | Side window, outsourcing hollow embedded, | pcs | 1 |
| 220 | Side window, outsourcing hollow embedded, | pcs | 1 |
| 221 | Side window, outsourcing hollow embedded, | pcs | 1 |
| 222 | Driver Window | pcs | 1 |
| 223 | Right Front Windshield Glass | pcs | 1 |
| 224 | Hollow sealing glass, right third, | pcs | 1 |
| 225 | Left Front Windshield Glass | pcs | 1 |
| 226 | Hollow sealing glass, end left, | pcs | 1 |
| 227 | Hollow sealing glass, end right, | pcs | 1 |
| 228 | Hollow sealing glass, second left, | pcs | 1 |
| 229 | Rear bumper assembly, | pcs | 2 |
| 230 | Front bumper assembly, | pcs | 2 |
| 231 | plastic corrugated pipes, bellows | pcs | 28 |
| 232 | Brake Disk | pcs | 3 |