



Multi-Purpose and CNT Van #ENG-VAN-CNT1

Base Vehicle: Ford Transit, Sprinter, ProMaster or Chevy Express van

CHASSIS: Ford Transit (R3X) T250 148" WB, Ext Length, high roof cargo van

Supplied by: ENG Mobile Systems

GVWR	9,000 lbs.
Color:	G1 Shadow Black
Engine:	99M 3.7 ltr. V6 gas
Trans:	446 6 speed auto
Rear axle:	X41 4.10 axle ratio
Windows:	17B Side and rear doors, 92E Privacy glass & 57N rear defroster
Seats:	21F Cloth 10-way power driver seat
Park aid:	43R Reverse parking aid
HVAC:	57G Front and rear aux heat and air conditioning
Batteries:	63E Factory dual battery system
Alternator:	63C HD alternator
Switches:	67C Up fitter switches
Wiring:	53K Modified wiring system
Inverter:	90C 100-watt inverter
Fuse panel:	87E Aux fuse panel
Radio:	58U AM/FM Stereo
Keys:	86F Two additional keys and fobs

12 VOLT ELECTRICAL

1. **AUXILIARY BATTERY SYSTEM:** Isolate the factory second battery from the main battery and dedicate to the inverter, 12-volt lighting and radio equipment. Both batteries will still charge when the engine is running and automatically transfer to shore power or generator when present. The main battery charges only with the engine running.
2. **POWER POINTS:** Three 12-volt power points, cigarette lighter and USB style outlets located at each workstation and in the rear of the interior.

120 VOLT ELECTRICAL

1. **SHORE POWER:** One 15 amp auto eject shore power connections mounted on the street side of the van wired to the battery charger and on board 120-volt outlets when attached to exterior power source. LED indicator lights located next to the inlet and in view of the driver activated when power is applied to the shoreline. Three duplex outlets with integrated USB ports are located one at each workstation and one on the forward end of the curb side bench.
2. **INVERTER:** One 1,000-watt sine wave inverter/charger located in the van and wired to the auxiliary battery system with the controls located by the operator desk. Included is a battery charger wired to the auxiliary battery and a transfer switch between the shoreline and inverter.

EXTERIOR

1. **EMERGENCY LIGHTS:** Covert emergency lighting including a 10 LED bar behind the windshield and LED lights behind the grille and rear door windows. Included is a headlight and taillight flasher.

INTERIOR

1. **CAB AREA:** Wrap around black out curtain to cover windshield and front door windows for privacy storing behind the driver's seat when not in use. The passenger seat will swivel towards the rear for a third operator inside the van.
2. **INTERIOR FINISH:** Insulate the walls, doors and ceiling and cover with marine carpet over plywood with all edges trimmed. The floor shall be covered with Lonseal coin style one-piece rubber floor over an exterior plywood sub floor.

3. **INTERIOR LAYOUT:**

Operator's area: Laminated counter on the street side of the van with two operator positions and a black metal file cabinet under the counter. Two office style rolling chairs are included and will secure under the counter when the vehicle is in motion.

Overhead cabinets: Aluminum cabinets over the operator counter with lift up dry erase doors and piston hold open devices.

Control Panel: All controls are located on a panel above the street side workstation by the cab.

Rear conference area: Two benches with lift lids for storage, one on each side in the rear with a back-rest cushion and a removable table. When removed the table will store in a holder next to the bench. One framed white board above the backrest cushion on one side.

Interior lighting: Eight red/white LED lights on the ceiling and under the overhead cabinets to illuminate the interior with switches and dimmers on the rear control panel. OEM courtesy lights remain to operate when a door is opened or closed.

4. **REAR AIR CONDITIONING & HEAT:** Existing factory rear auxiliary air conditioning system operating when the engine is running included with base chassis will be ducted into the cabin.

TECHNOLOGY

1. **RADIOS:** Preparation includes three NMO mount antenna bases on the roof with weather covers for future antenna installation. Antenna leads will terminate at the front workstation behind the driver's seat.
2. **VIDEO:** Supply and install a 32" flat screen TV on the rear wall above one bench wired to the inverter system and an HDMI connection at the operator's counter. Included is a roof mounted OTA (Over the Air) connected to the TV.
3. **CONNECTIVITY:** One modem roof mounted antenna with an Ethernet connection at each of the two operator positions.

ENG INFORMATION AND PROCESS CONTROL

TERMS

Conversions: 35% down at the time of the order, 35% when the chassis arrives at ENG with the balance with all additions to be paid in full upon completion and acceptance of the unit. Once an order is placed and plans are approved the order cannot be cancelled.

Chassis: If ENG is supplying the base chassis it must be paid in full within 10 days of arrival at ENG. Delay in chassis payment will accrue a charge of \$ 10.00 per day floor plan interest until the chassis is paid in full. MSO and title are not available until the chassis and conversion are paid in full.

Pricing: Subject to change but all quotations are valid for 60 days. Chassis quotations are subject to availability and are only valid at the date of the proposal. All quotations exclude any applicable sales or use taxes unless specified and included with the price FOB: Fayetteville, NC.

Applicable Law: The terms and provisions of this Contract and any dispute arising hereunder shall be governed and principles of law applied by the laws of the State of North Carolina. The courts of North Carolina shall have the sole and exclusive jurisdiction in any case or controversy arising under this Contract. Each party to this Contract, inclusive of its successors or assigns hereby submits and consents to the jurisdiction of the courts of the State of North Carolina and within which all such actions, unless otherwise provided for the arbitration of said disputes, shall be the proper venue for any such action.

Chassis warranty: The chassis is warranted by the manufacturer of the chassis. Extended warranties are available for an additional fee.

Conversion warranty: ENG warranties for wiring and cabinetry workmanship are covered for one year beginning on the date the vehicle is delivered to the original purchaser.

Component warranty: The Manufacturers of specific components offer warranty for their respective components. In all cases the component manufacturer's warranties are separate from the ENG warranty. Component Manufacturer's Warranties may be from 12 to 60 months or longer depending on the component.

Communications equipment: All customer supplied communications equipment must be complete, fully operational, and programmed upon arrival at ENG. Equipment not complete will be installed in the designated locations with all wiring in place but not attached to the equipment. ENG's responsibility will end at that point and it will be necessary for your communications vendor to complete the installation. ENG shall not be responsible for any customer supplied equipment not 100% functional upon arrival. If you request the supplied equipment be serviced ENG will make the arrangements at a qualified local vendor. The department shall be responsible for any and all charges incurred. This service will postpone the start of production time quotations until the equipment is returned in working order. There are no warranties implied by offering this service.

Customer supplied equipment: Any customer supplied equipment must arrive complete and correct for the installation, and in good working condition. Any pricing quoted does not include any parts, components, repair, or modifications to existing equipment. Production cannot commence until all parts are here and complete. Used equipment may be subject to additional charges and will carry no warranty except for workmanship. If there are any product failures during or after the installation the repair and all related expenses are to be the responsibility of the customer.

Production time: Is determined by the Project Manager when the order is placed, estimated arrival of the chassis at ENG and all plans are approved. Special parts and equipment plus the change of a vehicle in a new model year may cause a delay to the quoted production time. At any time during construction, consider yourselves our guests to stop by and view or discuss your conversion. For multiple vehicle projects the production time will be quoted by the number of vehicles and the timeframe including delivery time that the customer requires.

Detail: Upon completion all conversions go through our Quality Assurance Process including a road test and detail.

Experience: Headquartered in Concord, California for 40 years, ENG produces specialty vehicles for mobile laboratories, wireless/cellular infrastructure, communications, incident command and control, utilities, and applications for customers including the US Army, Navy, FBI, Department of Homeland Security, state health and environmental agencies, water and power providers, police departments, cities, and high-tech companies. ENG's new 34,000 sq. ft location on Tom Starling Road in Fayetteville NC adds ENG sales, production and operations to the East coast.

Location: The factory is located at 810 Tom Starling Rd in Fayetteville, NC with ample parking and easy highway access.

Factory visits: Many clients enjoy a visit to the factory before, during and after construction to view the progress, discuss fine adjustments and details if necessary and see a variety of conversions currently in production. If this is inconvenient a link can be established where you can view the progress of your conversion.

Facility: ENG's West coast facility occupies approximately 12,000 square feet and the new Fayetteville NC facility is 34,000 square feet on seven acres to meet the needs of our customers and our expansion into new markets. On staff are sales and support personnel address all technical issues and manage every segment of the conversion all under one roof enabling ENG to produce quality products while maintaining control over all of the processes and procedures.

Service Centers: If you are close to one of our locations ENG will be your service facility. If our location is inconvenient, your local service center may be your choice of local vendors currently servicing your vehicles. Our flexible warranty policy allows your local vendor of choice to call our service department, discuss the problem with our qualified service technician, obtain an approval to repair and then with the proper authorization submit an invoice to our accounting department for payment. Approval must be obtained in writing prior to any billable repairs being started or completed. Base vehicle warranty and service can be completed at your local dealer service facility. Free pickup and delivery for service is available depending on proximity to our service location and on-site warranty service can be arranged.

Insurance: ENG maintains \$ 2,000,000 product liability and will supply a certificate of insurance if requested.

Wiring: ENG offers the highest quality wiring processes in the industry while meeting or exceeding industry, national, or local codes. Every vehicle is designed and built with ease of service in mind. Special GXL wire is covered by high temperature loom and wiring passing through metal is insulated with a grommet and sealed watertight where necessary. Where possible factory connectors are used eliminating unnecessary splicing into factory wires which could cause direct or indirect electrical problems.

Manuals: Upon completion, ENG supplies all manufacturer's information from conversion products or component manufacturer.

Delivery: Vehicles can be transported to ENG and back, or delivered by a technical delivery engineer if specified. We are very confident that ENG can meet or exceed your expectations and specifications. New and returning customers can attest that the sales, manufacturing and delivery process at ENG is an easy and enjoyable experience and we look forward to working with you on this and future projects. References are available upon request.

Production Process: The approved contract or proposal is assigned to a Project Manager who supervises the conversion into detailed production plans and applicable drawings. These drawings are sent to the customer's authorized Point of Contact (POC) for approval. Once the plans meet the customer's satisfaction and are approved, they are forwarded to our technical engineering department who reviews them and creates a detailed bill of materials to identify and acquire the parts required to perform the conversion.

When the base vehicle arrives at ENG, it goes through a full inspection ensuring there is no damage or missing parts and matches the specifications supplied or approved. A vehicle check in list is completed and placed in the work order folder.

The vehicle is brought onto the production floor and includes a carefully monitored parts storage area to ensure all parts remain with the vehicle throughout its conversion. All parts are properly identified for every job.

The Project Manager inspects vehicles during construction and will alert the customer's POC to the progress of the project and any deviations that may be required. The vehicle conversion is completed and a thorough QC process including a test drive is completed to ensure all components are installed and operating correctly. If any issues are discovered, they are immediately corrected. This step has uncovered OEM warranty issues which required a visit to a local car dealership prior to the vehicle's final delivery to the customer. The detailed inspection and delivery documents are kept with the job folder for future reference.

All drawings, product catalogs, manuals, and warranty information along with any invoicing are completed and ready for delivery.