



CENTRAL OKLAHOMA
TRANSPORTATION & PARKING
AUTHORITY

AMENDMENT NO. 1 TO PROFESSIONAL SERVICES AGREEMENT

COTPA BVB202018-24 Tolar Manufacturing Company Inc

For Bus Stop Amenities for Transit

This first amendment ("**Amendment No. 1**") to the Professional Service Agreement is made by and between **Tolar Manufacturing Company Inc** ("**SERVICES PROVIDER**") and **CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY** ("**CONTRACTING ENTITY**"), an Oklahoma public trust, (collectively, the "**Parties**").

WITNESSETH:

WHEREAS, on October 4, 2019, the **CONTRACTING ENTITY** entered into a Professional Service Agreement ("**Agreement**"), for Bus Stop Amenities for Transit; and

WHEREAS, **Paragraph 9 (g) Amendments** of the **Agreement** authorizes modifications, amendments, alterations, or supplements to the Agreement if both Parties agree in a written instrument; and

WHEREAS, due to the additional bus stops from the project MAPS 4, the need to furnish and add the amenities to them are included in the additional Scope of Work, the Parties have agreed that it is in both of their best interests to amend the Agreement.

NOW THEREFORE, it is mutually agreed by and between the Parties to amend the Agreement as follows:

- I. Amend **Paragraph 1. Professional Services Agreement**, subsection (c), to include the attached "Attachment A-1" in order to add new transit shelters, furniture, and related items
- II. Amend **Paragraph 2. Retention of SERVICES PROVIDER and Scope of Services**, subsection (a)(1), to read as follows:



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“(1) the timely provision of the Project and timely performance of the Scope of Services and provision of all services, products, solutions, and deliverables, as each are defined in Attachment “A” and Attachment “A-1”,”

III. Amend the list of Attachments on page 9 of the Agreement to include the attached “Attachment A-1”.

[The remaining original language in the Agreement and Attachments A through D are otherwise unchanged by this Amendment No. 1.]

NOW THEREFORE, except as modified and amended herein, the terms and conditions of the Agreement and Attachments A through D, executed on October 4, 2019, continue to remain the same and be binding upon the Parties. In the event of any inconsistency between the terms of this Amendment No. 1 and the terms of the Agreement and Attachments A through D, executed on October 4, 2019, the terms of this Amendment No. 1 shall control only when a term or condition is related to the new bus stop amenities for bus stop shelters as described in Attachment A-1.

APPROVED BY Tolar Manufacturing Company Inc on this day 29th of November 2023

WITNESS the hands of the parties hereto:

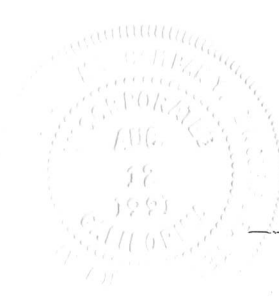
Scott Williams

Print Name

Signature

Business Development Manager

Title





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TRANSPORTATION & PARKING
AUTHORITY

Note: *If individual signing is not owner or an officer of the business or corporation a Letter of Authorization is to be included. For instance, if a Salesman or Manager signs this form, a letter of authorization is to be attached. Corporate Seal will be accepted in lieu of an authorization letter if affixed to this document.*

TO BE COMPLETED BY THE NOTARY:

State of * California)
SS.

County of * Riverside)

[*State and County where notarized must be written in.]

SIGNED and sworn to before me this 29th day of November, 2023

by Scott Williams

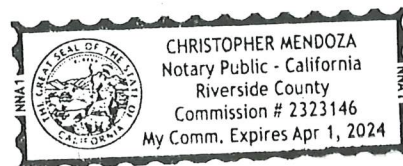
[Printed name of individual who signed above.]

Signature of Notary Public: _____

My Commission number: _____

My Commission expires: _____

[Date/Year]





CENTRAL OKLAHOMA
TRANSPORTATION & PARKING
AUTHORITY

APPROVED by the Central Oklahoma Transportation and Parking Authority and signed by the
Chairperson, this 5th day of January 2024.

ATTEST:

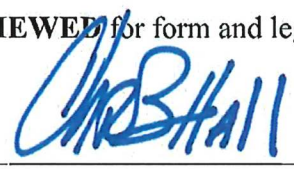



Secretary

**CENTRAL OKLAHOMA
TRANSPORTATION AND PARKING
AUTHORITY**


Chairperson

REVIEWED for form and legality.


Assistant Municipal Counselor

Attachment A-1



Quote No:	22416SW
Date:	10/19/2023
Quote Expires:	30 Days
Sales Contact:	Scott Williams
Phone:	951-547-8230
Email:	swilliams@tolarmfg.com

Customer:	Project:
Lisa Hubbell Administrative Manager EMBARK	MAPS 4 Transit Shelter Project

Lead Time:	20 Weeks From receipt of signed written order, and all required approvals.
Terms:	Net 30 Days From Invoice Terms subject to change. Final terms to be determined based on credit history & bonding.

Item:	Qty:	Description:	Unit Price:	Ext. Price:
1	143	Tolar Model 36354-04 - 8' Signature Orion Advertising Transit Shelter	\$ 8,100.00	\$ 1,158,300.00
2	10	Tolar Model 34817-01 - 8' Signature Orion Non-Advertising Transit Shelter	\$ 7,400.00	\$ 74,000.00
3	153	Tolar Model 35021-121 - 48" Mesa Bench with EMBARK logo	\$ 775.00	\$ 118,575.00
4	9	Tolar Model 34818-00 - 12' Signature Orion Advertising Transit Shelter	\$ 10,750.00	\$ 96,750.00
5	9	Tolar Model 49751-121 - 88" Mesa Bench with EMBARK logo	\$ 925.00	\$ 8,325.00
6	3	Tolar Model 34819-00 - 16' Signature Orion Advertising Transit Shelter	\$ 13,250.00	\$ 39,750.00
7	6	Tolar Model 49750-121 - 66" Mesa Bench with EMBARK logo	\$ 850.00	\$ 5,100.00
8	165	Tolar Model 3390010 - Tolar USC RMS80F Solar Security Lighting with Mounting Kit	\$ 2,115.00	\$ 348,975.00
9	165	Tolar Model 35708-121 - 32 Gallon Perforated Metal Trash Receptacle with Liner	\$ 895.00	\$ 147,675.00
10	165	Tolar Model 14814-121 - 36" Bike Loop	\$ 195.00	\$ 32,175.00
11	10	Estimated Freight Cost - Full Truckload Flatbed	\$ 8,500.00	\$ 85,000.00

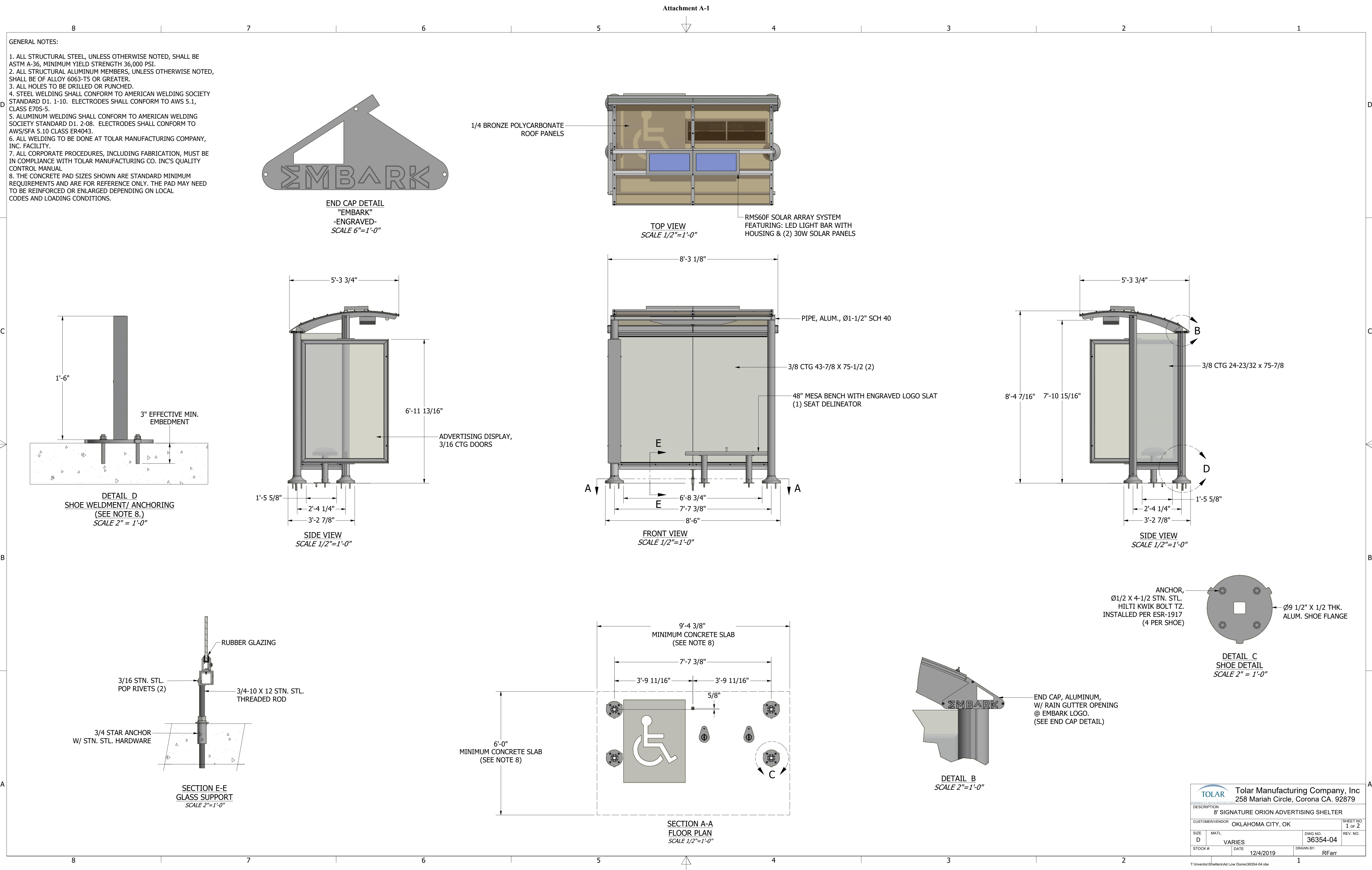
QUOTE APPROVED FOR PURCHASE:	
Signature:	
Print Name:	
Date:	
PO No:	

Sub-Total:	\$ 2,114,625.00
ESTIMATED Freight:	\$ -
FIRM Freight:	\$ -
TOLAR Delivery:	\$ -
CA State Sales Tax	0.00% \$ -
Total:	\$ 2,114,625.00

Pricing Notes:

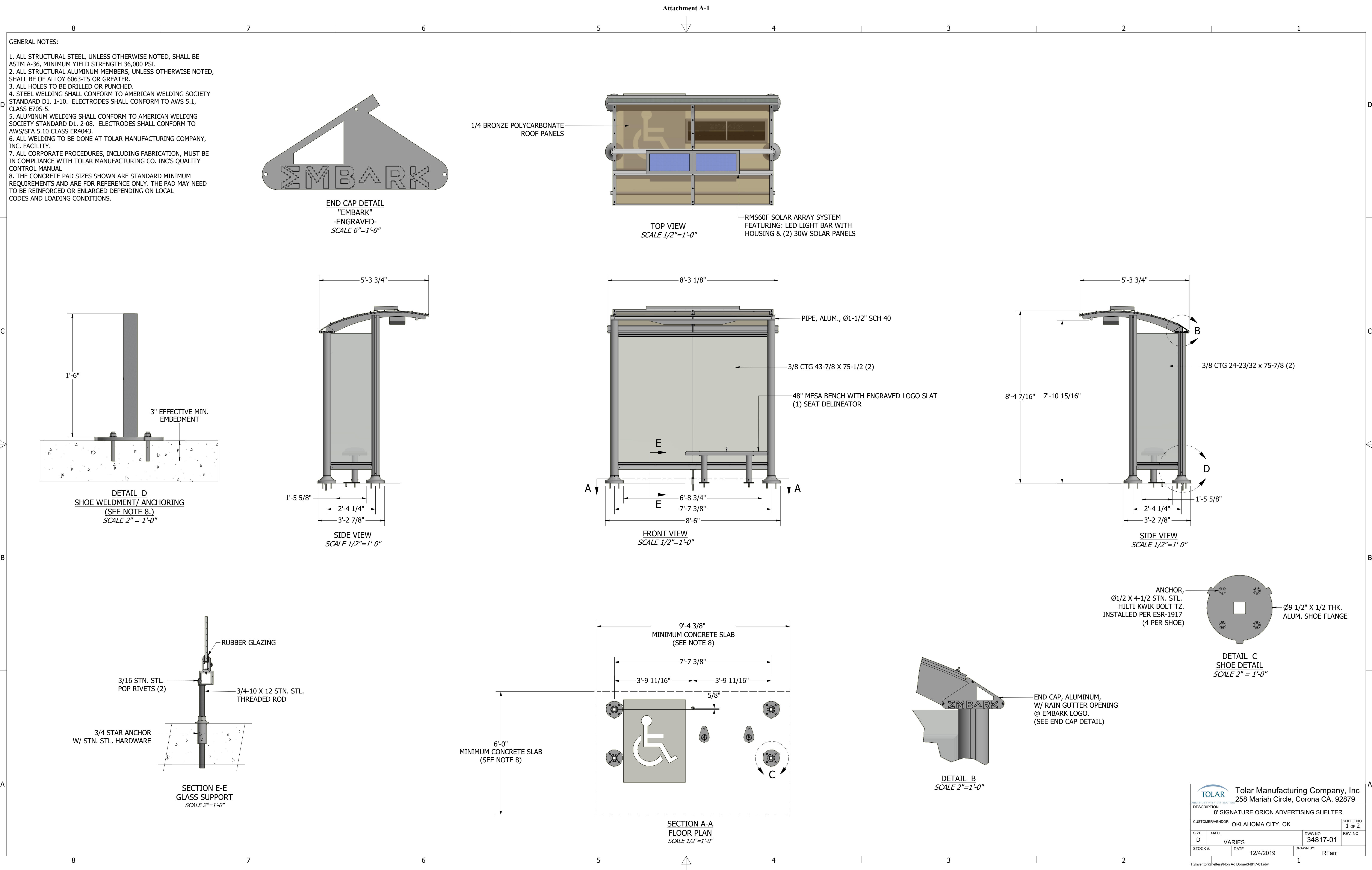
1. Local/State sales and/or use taxes are not included and are the responsibility of the purchaser, unless specified above.
2. If requested, structural engineering calculations from a licensed engineer in the state of installation are additional cost of \$1,500.00 per design/model.
3. Products are shipped knock down & unassembled in bulk packaging for unloading and installation by others. Hardware boxed by unit. Installation instructions are provided.
4. Freight cost is an ESTIMATE ONLY. Freight is invoiced at actual cost, without mark up, at time of shipment, unless specified above.
5. Client provides unloading at destination, including forklift and labor as necessary.
6. Processing fee of 3% of total charge amount is additional and charged on all credit card payments.

1. Drawings and Specifications: All drawings and specifications submitted to our clients or potential clients are proprietary in nature and remain our property. They may be viewed, printed and distributed, without alteration, as reference for sales or for the process of specifying products for use. Detailed shop and erection drawings are provided to allow for field installation or repair. Sealed and stamped engineering calculations and drawings from an engineer licensed in the state of installation, if required, can be made available for an additional charge. Customers that provide their own drawing packages will retain ownership and be covered under a separate agreement.




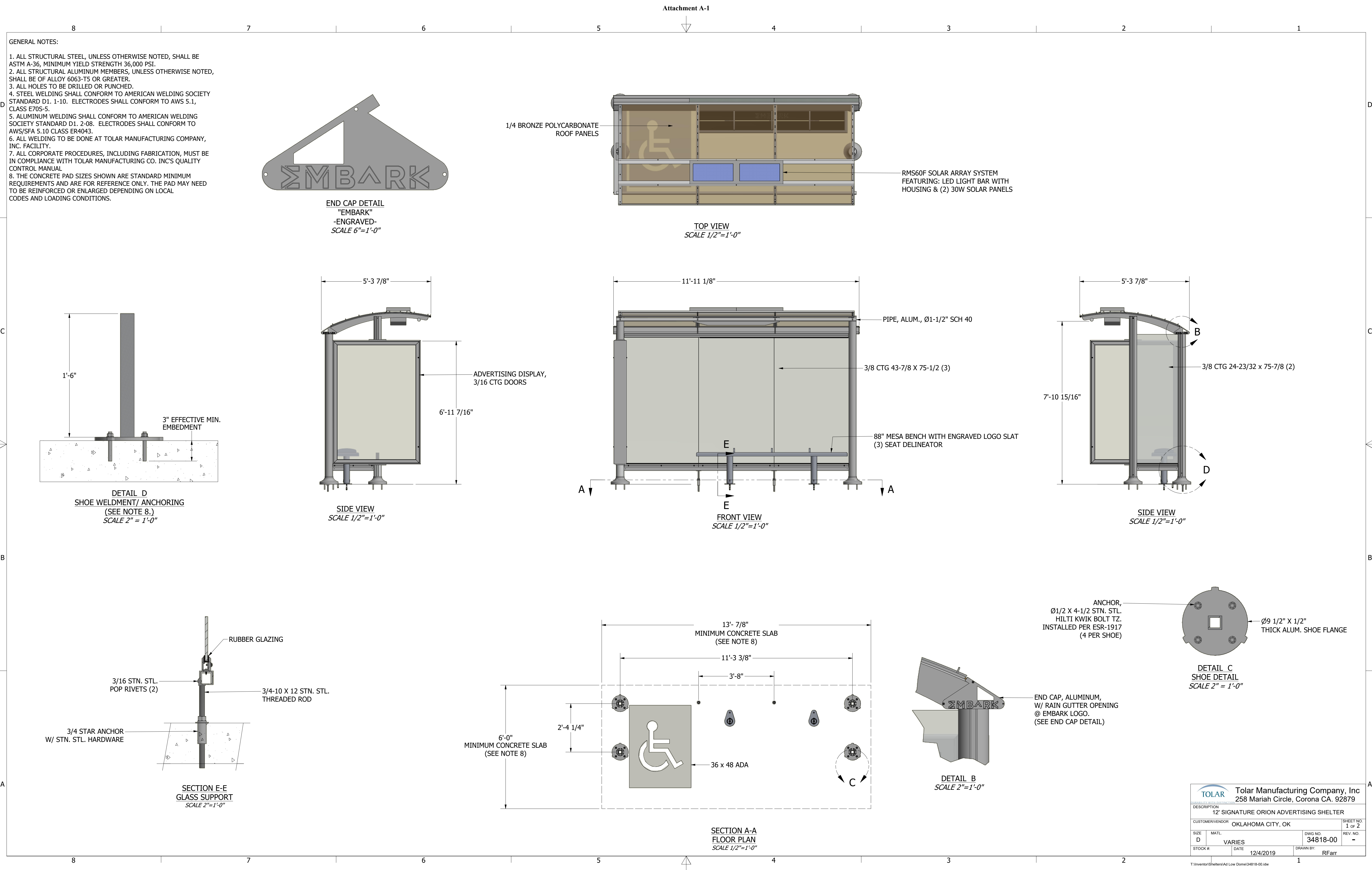


Tolar Manufacturing Company, Inc 258 Mariah Circle, Corona CA. 92879			
DESCRIPTION			
CUSTOMER/VENDOR OKLAHOMA CITY, OK			SHEET NO. 2 OF 2
SIZE D	MATL. VARIES	DWG NO.	REV. NO.
STOCK #	DATE 12/4/2019	DRAWN BY: RFarr	



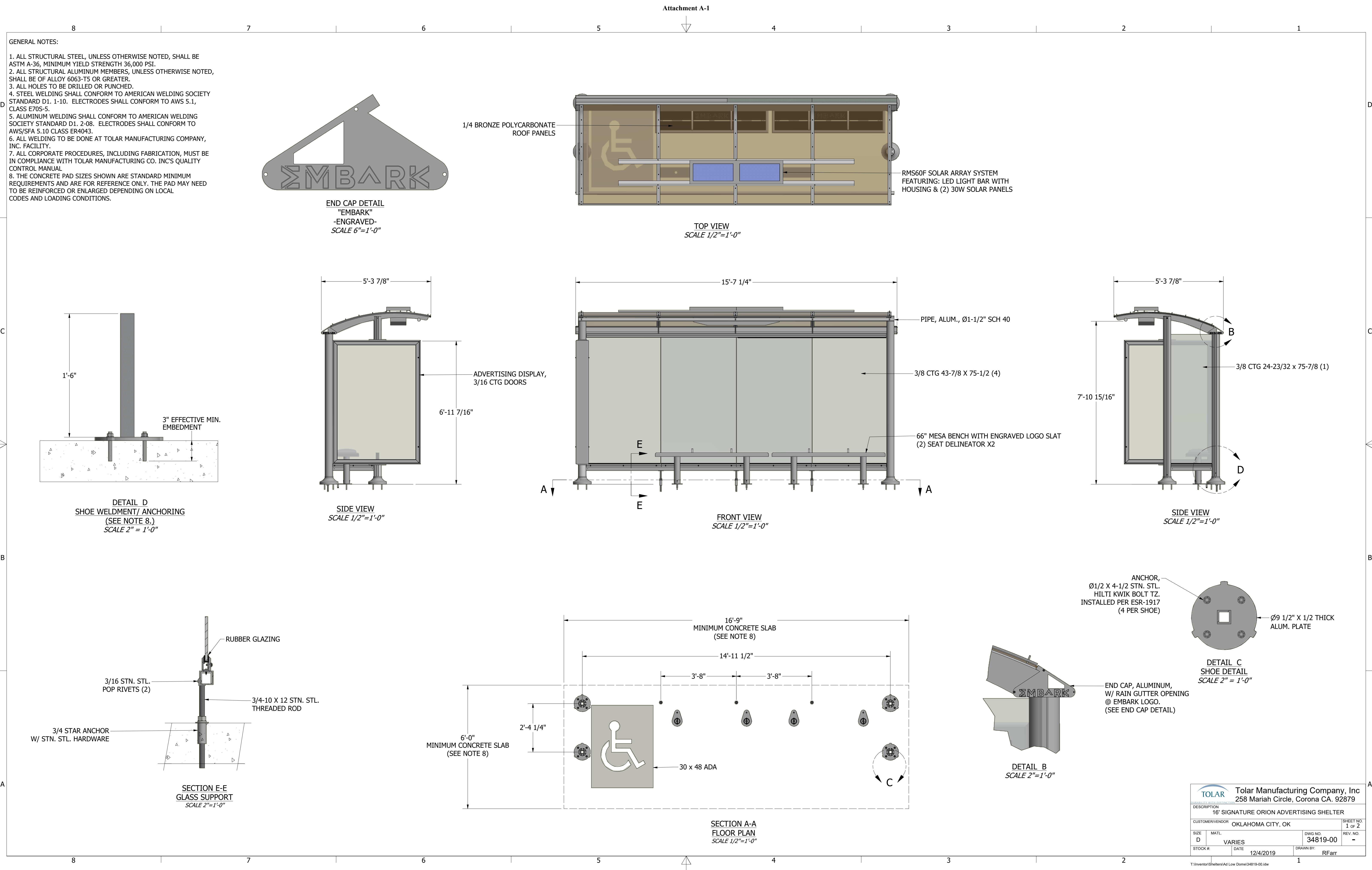


		Tolar Manufacturing Company, Inc	
258 Mariah Circle, Corona CA. 92879			
DESCRIPTION			
CUSTOMER/VENDOR			SHEET NO
OKLAHOMA CITY, OK			2 of 2
SIZE	MATL.	DWG NO.	REV. NO.
D	VARIES		
STOCK #	DATE	DRAWN BY:	
	12/4/2019	RFarr	



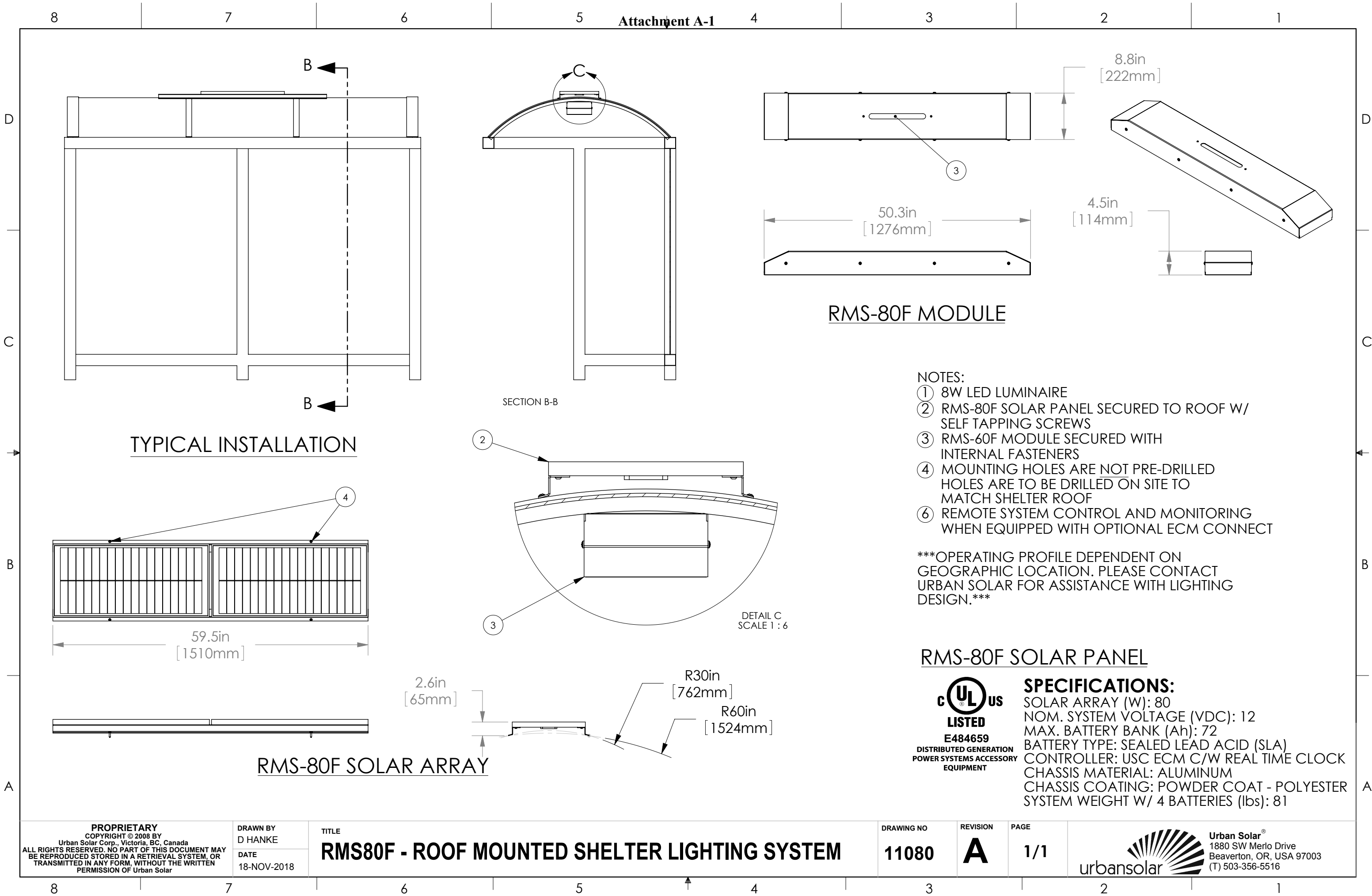


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CUSTOMER/VENDOR			SHEET NO.
OKLAHOMA CITY, OK			2 OF 2
SIZE	MATL	DWG NO.	REV. NO.
D	VARIES		
STOCK #	DATE	DRAWN BY:	
	12/4/2019	RFarr	





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STOCK #	DATE 12/4/2019	DRAWN BY: RFarr	



RMS-F PV SHELTER SERIES



RMS-F PV SHELTER SERIES



Transit Shelter Solar-Powered LED Lighting System



Safety Information

Notice

Thoroughly read these instructions and familiarize yourself with the equipment before installing, operating, servicing or maintaining it. The following message warns of potential hazards and offers inductions to avoid them.

This equipment should be installed, operated, serviced, and maintained only by qualified personnel. A qualified person is one who has skills and knowledge related to the construction and operation of this equipment and its installation and has received safety training to recognize and avoid the hazards involved.

⚠ DANGER

HAZARD OF BURNS, EXPLOSION, FALLING OR FALLING EQUIPMENT

- Apply appropriate personal protective equipment (PPE) and follow all local workplace safety regulations.
- This equipment must only be installed by a qualified person.
- Remove all jewelry before working with or near batteries.
- Do not short circuit batteries.
- Do not alter factory wiring.
- Do not smoke while installing or servicing this product.
- Secure all tools from falling while working overhead.
- Install batteries only after securing this to product in its intended location.
- Replace all covers, doors, or access panels after installing or servicing this product.

Failure to follow these instructions will result in death or serious injury.

RMS-F PV SHELTER SERIES



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Solar Exposure & System Performance

All solar LED lighting systems require adequate sunlight exposure to ensure the energy balance is maintained. If there is not adequate exposure to direct sunlight, the system may shut down the LEDs to preserve the batteries. Once the system receives adequate exposure to recharge the batteries to a healthy state of charge, the system will resume lighting operation.

Urban Solar engineers use solar simulation tools to help determine the size of the systems (solar panel array size and battery capacity), and the lighting loads that can be supported during all times of the year. The solar data used in these simulations is from a 22-year accumulation of solar data in the NASA database; Urban Solar uses the lowest of the 22-year values in the solar simulations.

An assumption must be made that the sites will receive a reasonable amount of unobstructed sun exposure. In urban environments there can be substantial shading of the solar panels, depending on the specific installation location, due to trees and buildings. Simulations typically assume that the installation sites will receive a minimum of 50% of the available sunlight year-round – i.e. that the panels will be shaded up to a maximum of half the time.

The installation contractor should notify the agency and/or Urban Solar if they suspect a site may not have adequate solar exposure.

*Note: Urban Solar will not guarantee the battery warranty on lighting systems that are installed into locations with > 50% shading factor without a reduced lighting profile. For poor solar exposure sites, it may still be possible to deploy a solar lighting system with a **reduced lighting profile**. These sites still need to have some exposure to direct sunlight, but by reducing the lighting load an energy balance can be maintained while still providing an adequate level of security lighting. The reduced lighting profile is achieved by dimming the LEDs and/or reducing the total on-time to provide reasonable lighting during peak operating hours, and further dimming or turning off the LEDs during off-peak times.*

Introduction

The Urban Solar RMS-F series stand-alone solar powered LED lighting system has been designed specifically to meet the requirements for lighting the barrel roof type transit shelter. The system has been engineered to integrate with the shelter's mechanical design in order to provide an aesthetic look and a simple installation procedure.

The RMS-F series has been rigorously tested and is a listed system by Underwriters Laboratories (UL-Listed). There are many sizes/model numbers available depending on the number and size of the solar panels required. RMS40F and RMS80F are the most common sizes for this application, but other solar panel configurations are available including "flex" panels. The different models are identical except for solar array size. The remainder of this manual will refer to the most common size, the RMS80F with 2 solar panels and 2 batteries, but is applicable to all models.

Primary System Components

The RMS80F shelter lighting system provides security lighting using state of the art LED luminaires, batteries and solar panels, integrated with an intelligent programmable energy control module (ECM). Electrical current generated by the solar panels flows to the ECM which regulates the charging of the battery bank and modulates power to the LEDs. The ECM is factory programmed to provide variable calendar-based lighting profiles to match the seasonally available solar insolation and lighting level requirements.

The main system components are described below:

PV Array (solar module) - The PV array typically consists of one or more 40W solar modules mounted to a metal framework. The solar panel array size is selected to provide enough solar charging for the system to operate dusk till dawn, at a specific brightness level, year-round at a given geographical location. The RMS80F has 2 x 40W solar panels.

Batteries - The battery bank is composed of 2 x 18 amp-hour 12 Volt packs. The batteries are sealed, lead acid, rechargeable, and provide a minimum of 5 days autonomy (i.e. from a full charge, the system could operate for a minimum of 5 days with absolutely no solar charging – for example during heavy snowfall).

LEDs - The LED luminaire contains high power white LEDs. The luminaires are driven well below their maximum power rating to increase efficiency and extend the already long life.

ECM - The Energy Control Module is the central control of the lighting system. It controls battery charging and regulates the power to the LED luminaires. The ECM also monitors the system performance to ensure the batteries will not be damaged by overcharging and will turn off the LEDs if the battery voltage falls below the low voltage disconnect (LVD) setting. Once the batteries have been sufficiently charged above the LVD, the ECM will turn the LEDs back on again.

Operating Profile - The RMS80F contains a built-in programmable energy control module (ECM) that is pre-programmed at the factory to set a calendar based operating profile to maximize the light intensity and duration based on NASA solar insolation data for the region.

RMS-F PV SHELTER SERIES



ECM Connect (optional) – Systems may be equipped with the ECM Connect module which allows remote programmability and system monitoring via cellular/web interface.

Data Logging / Retrieval - The ECM keeps a daily log of critical operating parameters such as battery voltage, solar panel and LED Current. This data can be retrieved in the field to assess system performance.

Power Module – Cover On



Figure 1.

Power Module and Solar Panels



Figure 2.

RMS-F PV SHELTER SERIES



ECM with Solar, LED and Battery Connections



Figure 3.

Exploded View

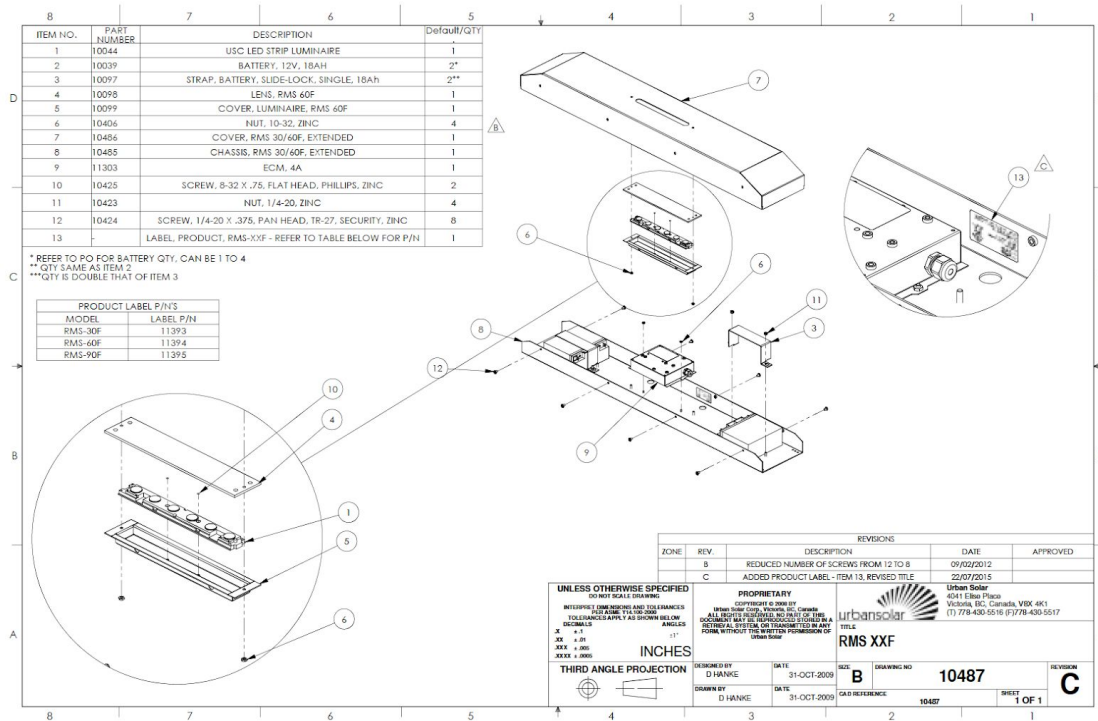


Figure 4.

RMS-F PV SHELTER SERIES

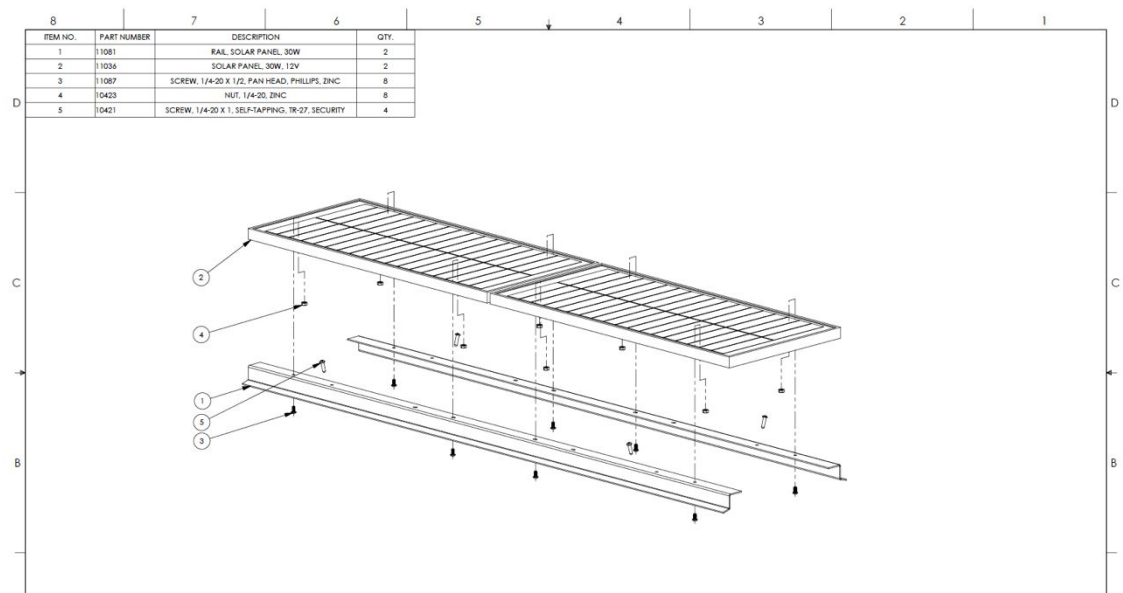


Figure 5.

Installation & Assembly

Important: Failure to follow these procedures may result in system damage and failure. The order of operations when connecting LEDs, Batteries, and Solar Panels is critical. The sequence for electrical connections is as follows:

- > Connect LED harnesses to the ECM and install LED fuse.
- > Connect main battery harnesses to the ECM and install battery fuse.
- > Connect main battery harnesses to the ECM and install battery fuse.
- > Connect Solar Panels to the ECM and install solar fuse.

The reverse order should be followed if it becomes necessary to troubleshoot the system or replace any components. **Always disconnect solar first!**

Note: Do not attempt to connect the LEDs or cut/splice the LED wires with solar and/or battery power connected or permanent damage to the ECM may occur. Always disconnect the solar fuse and remove main battery fuse before connecting, cutting, or splicing LED harnesses.

Typically, the RMS80F series is shipped with 2x12V, 18Ahr batteries installed and pre-wired to the control module.

If batteries are already installed and wired, then skip to step 6.

If batteries have not been pre-installed:

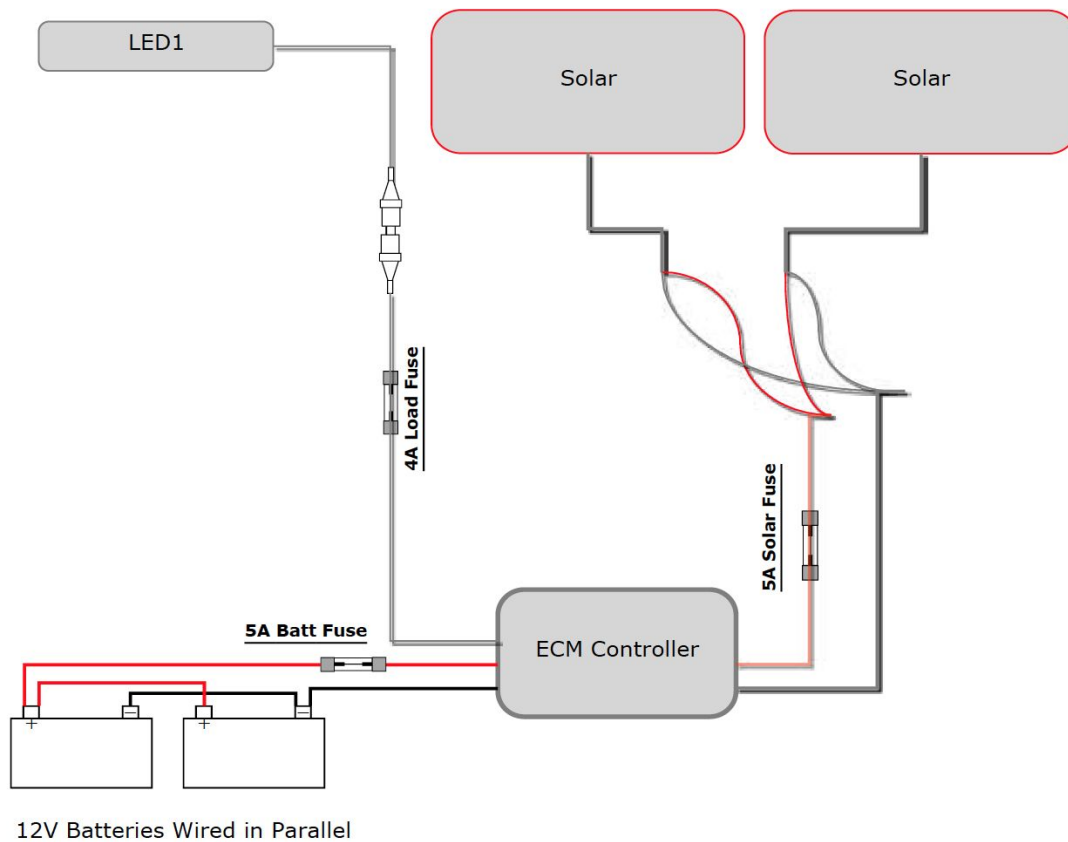
1. Position the batteries in to the power module and complete the battery wiring as detailed in the wiring diagram below.

Be cautious when handling the battery pack. It is capable of generating hazardous short-circuit currents. Remove all jewelry (bracelets, metal-strap watches, rings) before attempting to handle or disassemble the battery pack. Contact Urban Solar if further instruction is required.

Note: Use extreme caution when installing battery harnesses. Always wear insulating gloves when connecting batteries. Avoid contact of free positive ring terminals with negative terminals of battery or any part of the chassis.



Figure 6. Batteries Wired in Parallel



12V Batteries Wired in Parallel

Figure 7. Solar Panels Wired in Parallel

2. Battery wiring – **Batteries are wired in parallel.** Use the black jumper cables to connect all of the negative (-) terminals together and use the red jumper cables to connect all the positive (+) terminals together.
3. Attach the black main negative battery power cable coming from the ECM to one of the negative battery terminals.
4. **Remove the inline fuse** and attach the red fused main positive battery power cable coming from the ECM to the positive battery terminal on the other end of the battery bank as shown.
5. Place batteries into the chassis as shown and install battery straps. Use wire ties to tidy up wiring and tuck neatly out of the way. Generously coat all battery terminals with the battery terminal protective spray provided in the installation kit.

6. Install power module chassis to the ceiling of the shelter. The power module chassis should be positioned so that it can be secured to the shelter roof ribs near each end – i.e. centered on two roof ribs. Typically, the module will be positioned at the center of the shelter. Using appropriate hardware, mount the power module chassis to the ceiling and ensure it is secured with a minimum of four (4) TEK screws fastened directly through the roof ribs. If necessary, pilot holes can be drilled in the power module base and roof ribs – use a 3/16" drill bit for the pilot holes. 1/4"x1" TEK screws are provided in the installation kit.

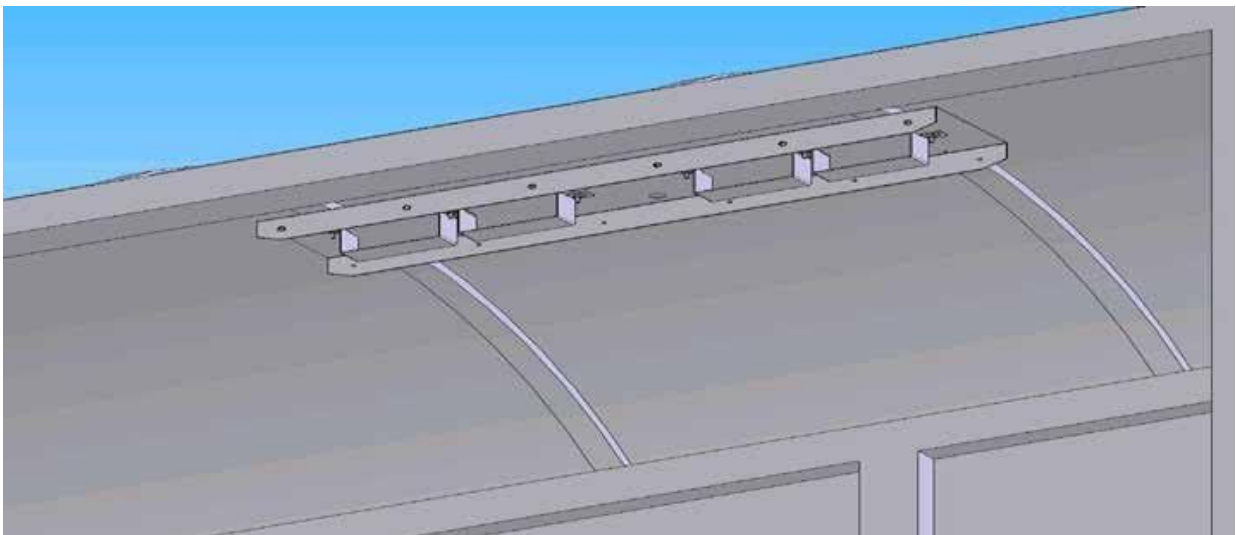


Figure 8.



Figure 9.

RMS-F PV SHELTER SERIES



7. Install solar panel(s) on rails using the hardware and rails provided.

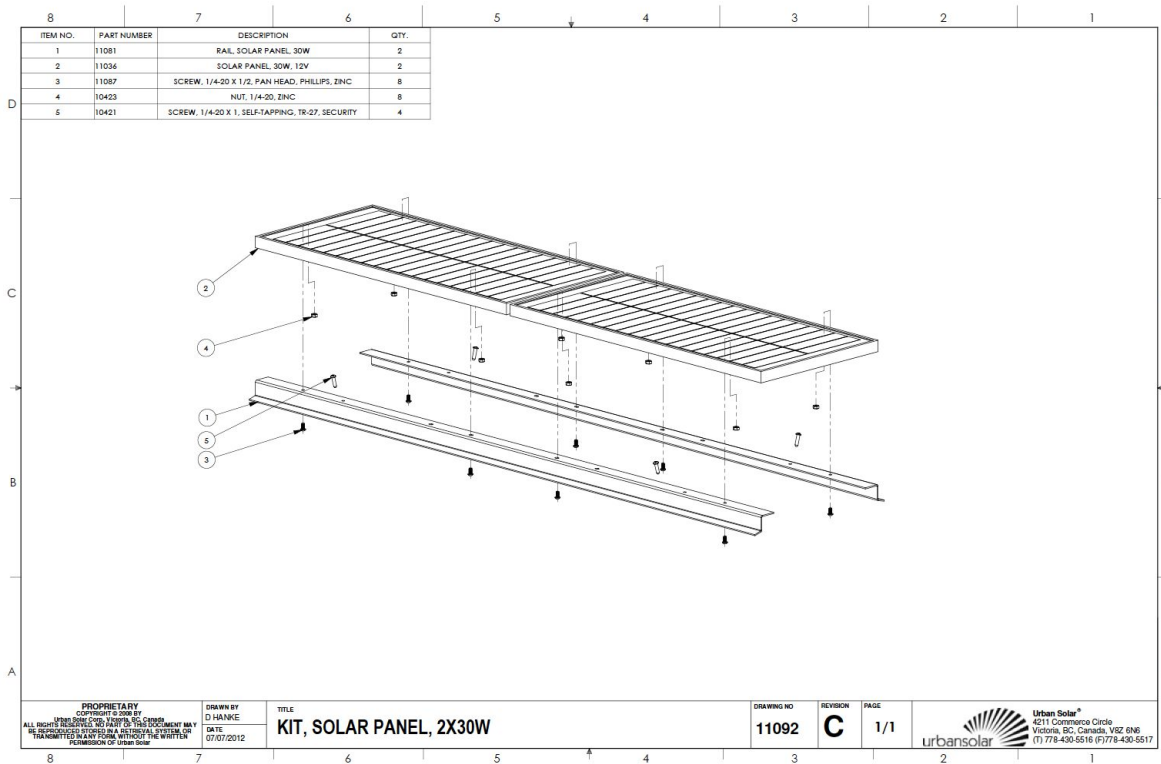


Figure 10.

8. Install solar panels on shelter roof.

Drill a 1/2" hole through the shelter roof to route solar panel wires into the power module chassis in ceiling. It is recommended that the wire feed-through is sealed using the water tight cord grip supplied in the install kit to prevent water leaking into the shelter.

Place the solar panel assembly on the shelter roof centered directly above the power module, route the solar panel wires through the cord grip and into the power module.

Note: Do not short the solar panel positive leads to the negative leads or to any part of the metal work on the chassis or shelter. Use electrical tape to insulate leads when routing solar panel wiring.



Figure 11.

RMS-F PV SHELTER SERIES

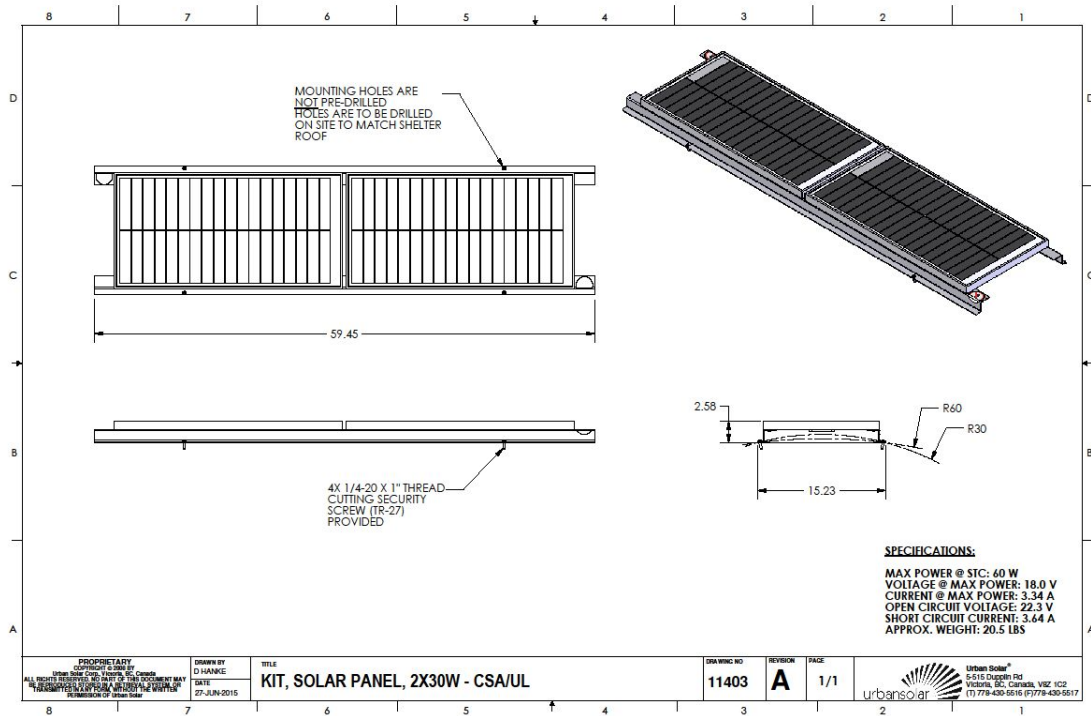


Figure 12.

RMS-F PV SHELTER SERIES



9. Connect solar panel wires to ECM.

Remove the inline fuse from the (white) positive solar harness lead from the ECM. Connect both positive solar panel leads (red) to the positive (white) lead from the ECM as shown. Connect both negative solar panel leads (black) to the negative (black) lead from the ECM. Crimp-on quick connect terminals are provided or use wire nuts (and electrical tape) to make connections.

Note: When there are two or more solar panels, the panels are wired in parallel.



Figure 13.

10. Coil up any excess wiring and use wire wraps or zip ties to neaten up and tuck away all wiring. Make sure no wires will be pinched when the module lid is installed.
11. Raise the power module cover up into position and make the connection for the luminaire to the control module as shown in the wiring schematic – note there are two connectors on the LED fixture – it does not matter which one is used for connecting the harness. Insert the LED fuse into the in-line fuse holder on the LED harness.
12. While holding the lid up (or resting the lid on top of the ladder), insert the battery harness fuse into the battery harness fuse holder. The lights will flash briefly and then after a few seconds turn on at

a low intensity level. If the lights do not turn on at this time, there is a problem with the wiring.

Check all connections are correct - refer to the wiring schematic.

13. Insert the solar harness fuse into the solar harness fuse holder. After approximately 5 to 20 seconds, the lights will turn off once the system recognizes that the solar panel is producing charge current. If the lights do not turn off, there is a problem with the solar panel wiring. Check the polarity and security of all wire connections – refer to the wiring schematic.
14. Perform the optional self-test (see next page for instructions).
15. Secure the power module cover to the chassis using the security hardware provided. Make sure no wires are pinched when raising the cover into place. The installation is now complete. The lights will turn on automatically at dusk.

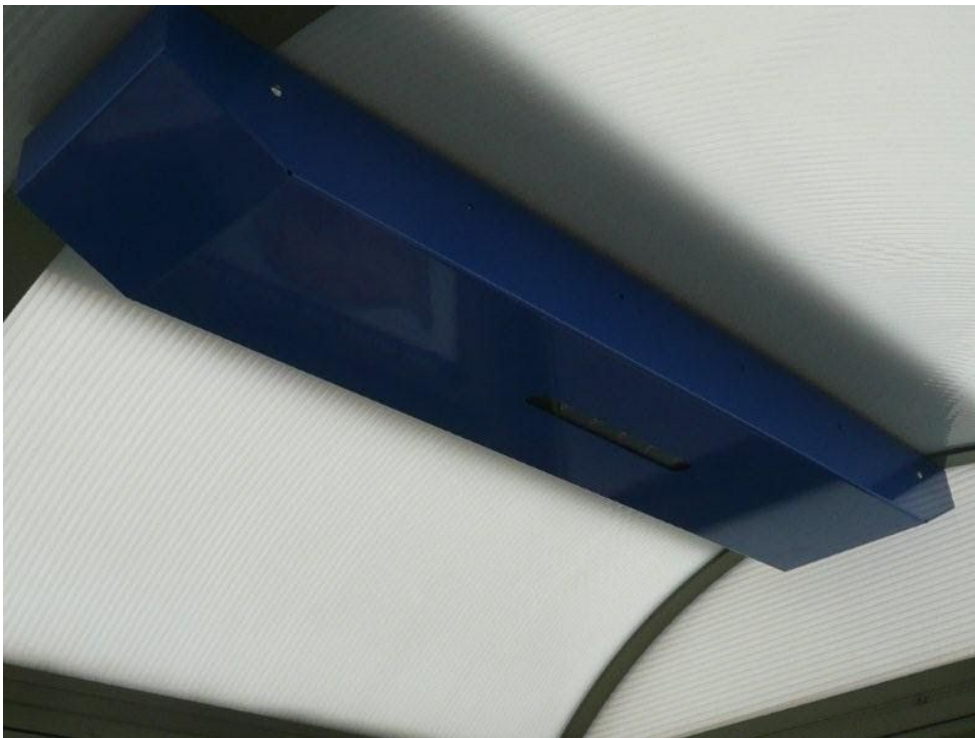


Figure 14.

Power-Up & Self-Testing

The latest designs make it easier for maintenance staff to perform a “self-test” of the lighting system without the need to access the inside of the unit by removing the covers or opening the lids.

No special tools are required to perform the self-test except for a test magnet and a small step ladder. The test magnet is supplied with each system but almost any magnet will work. Maintenance staff could find a convenient place to “hide” the magnet somewhere in the shelter for future use, or just make sure to always carry the magnet with them when inspecting the lighting systems.

Products shipped after March 2020 incorporating this change. All units will be clearly marked with the test location indicated on the outside of the unit by means of a “Test” label affixed to the appropriate test location.

Legacy product shipped prior to March 2020 will still have a self-test enabled by swiping a magnet on the top-right corner of the ECM unit located inside the chassis. To perform a system self-test on these older units the cover must be removed first to access the ECM.

RMS-F PV SHELTER SERIES

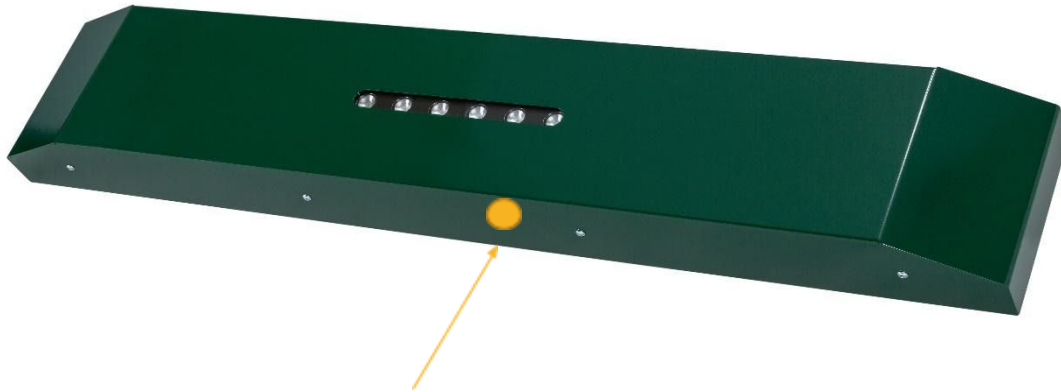


Magnetic Test switch OLD location:



The Switch is now mounted on the inside wall of the chassis of the power module unit so that it can be enabled by swiping a magnet on the outside wall of the unit as shown in the following photos. The TEST location will be clearly labelled so that maintenance staff can quickly check the status of the unit without opening or removing any of the system covers.

RMS60F Shelter Lighting



New location for Magnetic Test switch

Self-Testing

The self-test feature is activated by swiping a magnet over the magnetic switch label as shown in the photos above. A magnet is provided with each unit, but almost any magnet will work to enable the test.

The self-test provides information on system health by flashing the LEDs in a predetermined sequence. On activation, the LEDs will flash 3 times quickly, pause, and then flash slowly, giving 0 to 6 flashes depending on the state of charge of the batteries.

The first 3 flashes indicate that the system and LEDs are wired correctly. If any of the lights do not flash on the initiation of the magnetic swipe test, the system requires troubleshooting, and it is likely that some part of the system is not wired correctly. This usually indicates the LED wiring has not been connected properly.

Swipe the magnet over the indicated location – the lights will flash 3 times slowly and then flash 0 to 6 times to indicate the state of health of the batteries.

RMS-F PV SHELTER SERIES



During daylight, after the self-test is completed, the LEDs should turn OFF – if the LEDs do not turn off there is a problem with the system wiring – most likely the solar panel is not connected – make sure to check solar wiring and fuse. **If testing at night, then after the self-test is completed, the LEDs should remain ON.**

NOTE – the test will indicate the lowest battery voltage measured in the previous 24 hours, - the test does not represent the present battery voltage at time of test. This is because we want to know the lowest night- time voltage and not the daytime voltage when the batteries are receiving charge current from the solar panels. Measuring battery voltage while charging is not an indicator of battery health.

if lowest battery voltage in last 24hrs is:

- > >=12.6V flash 6 times, system is fully charged and healthy
- > >=12.4V flash 5 times, system is >75% charged and healthy
- > >=12.2V flash 4 times, system >50% charged and may need attention depending on exposure and weather
- > >=12.0V flash 3 times, system is >25% charged but struggling to maintain healthy charging of batteries
- > >=11.91V flash 2 times, system is close to shutting down to protect batteries from over discharge
- > <=11.90V flash 1 time, system will have shut down sometime in last 24 hours
- > If system is currently in low voltage disconnect mode (LVD) flash 0 times, system is in LVD protection mode and LEDs will not turn on until batteries have been sufficiently recharged.

Note – Systems with ECM Connect do not have the magnetic swipe test. These systems are tested remotely via the web interface.

Troubleshooting

Activating the self-test is the best way to ensure the wiring is completed correctly. The LEDs must flash – if they do not flash, there is a problem with the system wiring.

During daylight, after the self-test is completed, the LEDs should turn off – if the LEDs do not turn off there is a problem with the system wiring. Make sure the solar panels are connected and the solar fuse has been installed correctly. Check the solar fuse. During night time, or when the panels are covered up to simulate darkness (or solar fuse is removed), the LEDs should turn on. In the event the RMS60F fails to turn on after dark (or simulated darkness):

1. Check that the panel is completely dark. If there is a street-light directly overhead this can sometimes provide enough light to simulate daytime. If you are using a cover to simulate darkness, ensure that the panel is completely covered and totally dark.
2. Remove the power module cover, disconnect the LED harness and place the cover aside.
3. Remove the fuse from the solar harness, then remove the fuse from the positive battery connect lead.
4. Measure the battery voltage across the battery terminals – this requires a digital voltmeter capable of measuring voltage to at least one decimal point.
 - a. If the battery voltage is <11.0Volts, contact Urban Solar Corp for assistance.
 - b. If the voltage is between 11.0 and 11.9V, then the battery needs to be charged before the lights will activate. When the battery voltage falls to less than 11.9V, the ECM protects the battery from over-discharge by disconnecting power to the luminaires. Once the system has had sufficient time and sunlight to recharge and the battery voltage reaches 12.4 Volts, the ECM will reconnect power to the luminaires, and the system will function normally. Charging will occur naturally in the field and the unit can be checked again after a few sunny days. Alternatively, a battery charger may be used – please consult Urban Solar Corp.
 - c. If the battery voltage is >11.9V, the lights should activate.
5. Remove and check all fuses. Replace the fuse(s) if required.

RMS-F PV SHELTER SERIES



6. Re-insert the LED fuse first. Re-insert the battery fuse second. The lights should flash briefly, and then turn on at a low intensity level after about 5-20 seconds. Re-insert the solar fuse last. The lights will turn off after about 5-10 seconds (provided it is daytime).

If the above steps do not restore normal operation, contact Urban Solar for assistance.

Maintenance

Although the system is designed to be maintenance free, optimal performance requires clean solar panels and lenses. Clean on an annual basis or as required. Use water and a soft sponge or cloth for cleaning and a mild, non-abrasive cleaning agent for more stubborn residue. Rinse well.

Batteries

Be cautious when handling the battery pack. It is capable of generating hazardous short-circuit currents. Remove all jewelry (bracelets, metal-strap watches, rings) before attempting to handle or disassemble the battery pack. Contact Urban Solar if further instruction is required.

Contact and Re-order Information

If you have any questions or feedback, we would like to hear from you. Please visit our website or feel free to contact us directly at 778-430-5516 or techsupport@urbansolarcorp.com

Urban Solar Corporation
#5-515 Dupplin Road
Victoria, BC Canada, V8Z 1C2
www.urbansolarcorp.com

Urban Solar (USA)
1880 SW Merlo Dr
Beaverton, Oregon, USA, 97003
503-356-5516

Tolar Manufacturing
258 Mariah Circle
Corona, California USA, 92879

CERTIFICATE OF COMPLIANCE

Certificate Number 20150904-E471368
Report Reference E471368-20150626
Issue Date 2015-SEPTEMBER-04

Issued to: Urban Solar Corp
5 - 515 Dupplin RD
Victoria
BC V8Z 1C2 CANADA

**This is to certify that
representative samples of**

POWER CIRCUIT AND MOTOR-MOUNTED APPARATUS
Solar load Control off-grid systems.
Models: RMS-30, RMS-50, RMS-80, RMS-30F, RMS-60F,
RMS-90F, RMS-AD-80, RMS-80 RAD-93.


Have been investigated by UL in accordance with the
Standard(s) indicated on this Certificate.

Standard(s) for Safety: UL 508 and CSA C22.2 NO. 14-13, Industrial Control
Equipment.

Additional Information: See the UL Online Certifications Directory at
www.ul.com/database for additional information

Only those products bearing the UL Certification Mark should be considered as being covered by UL's
Certification and Follow-Up Service.

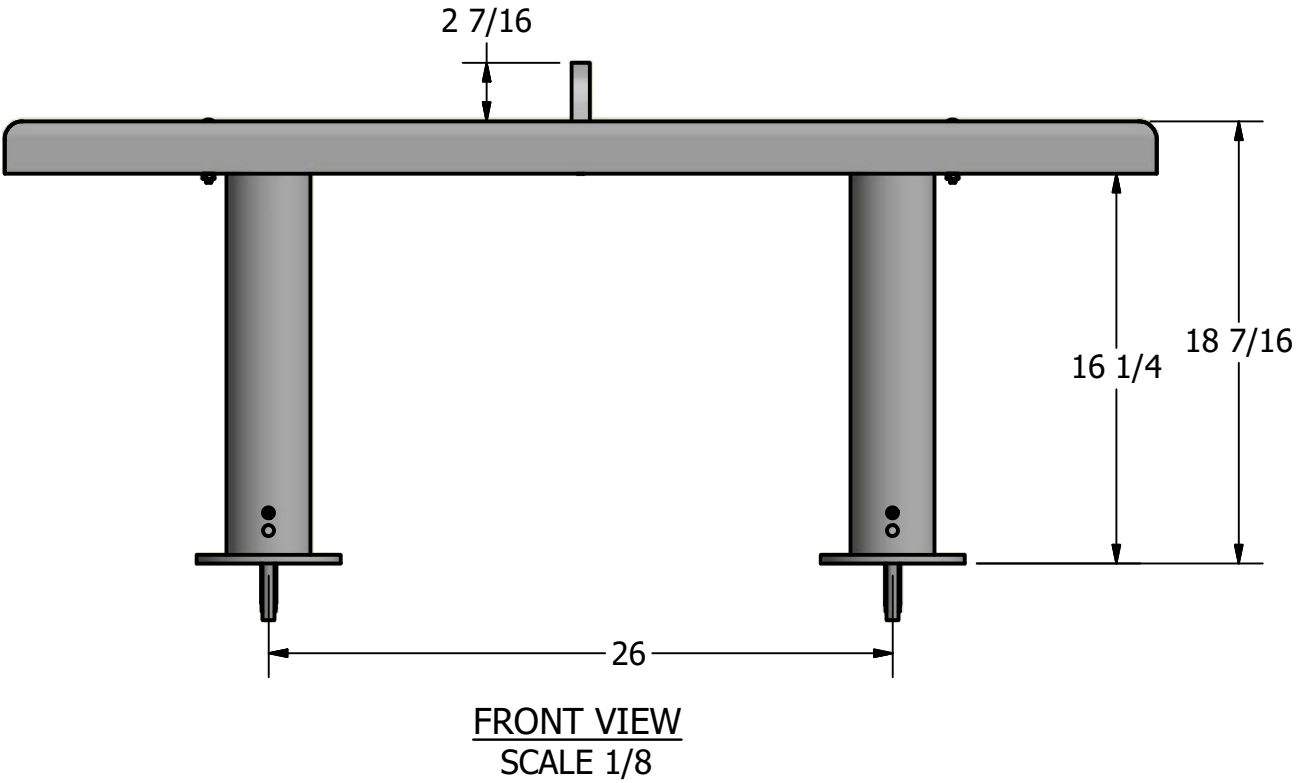
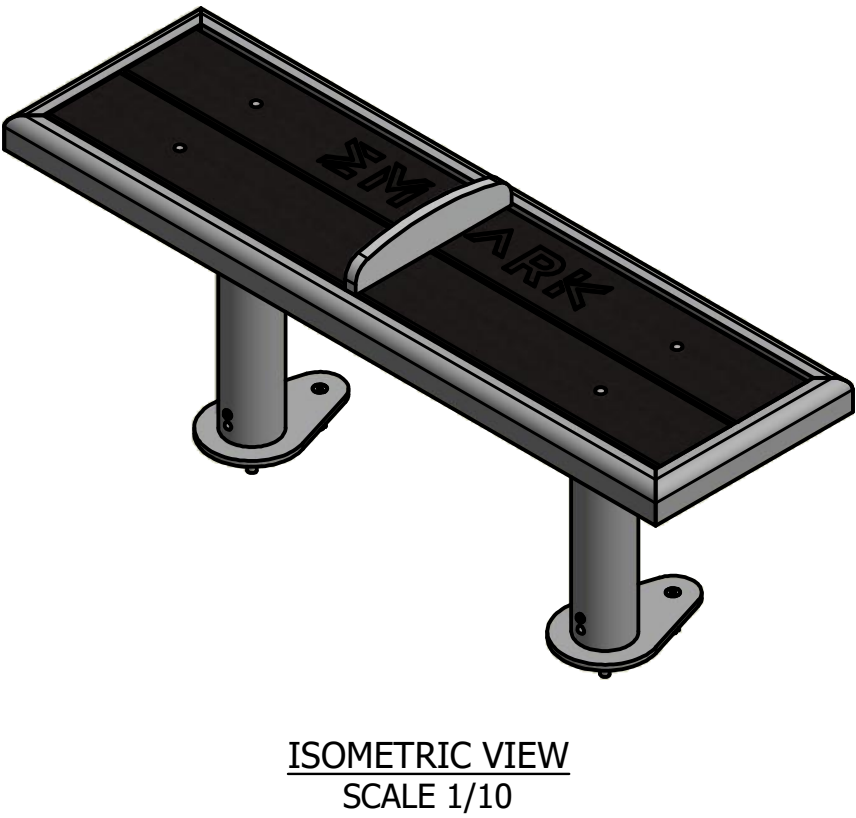
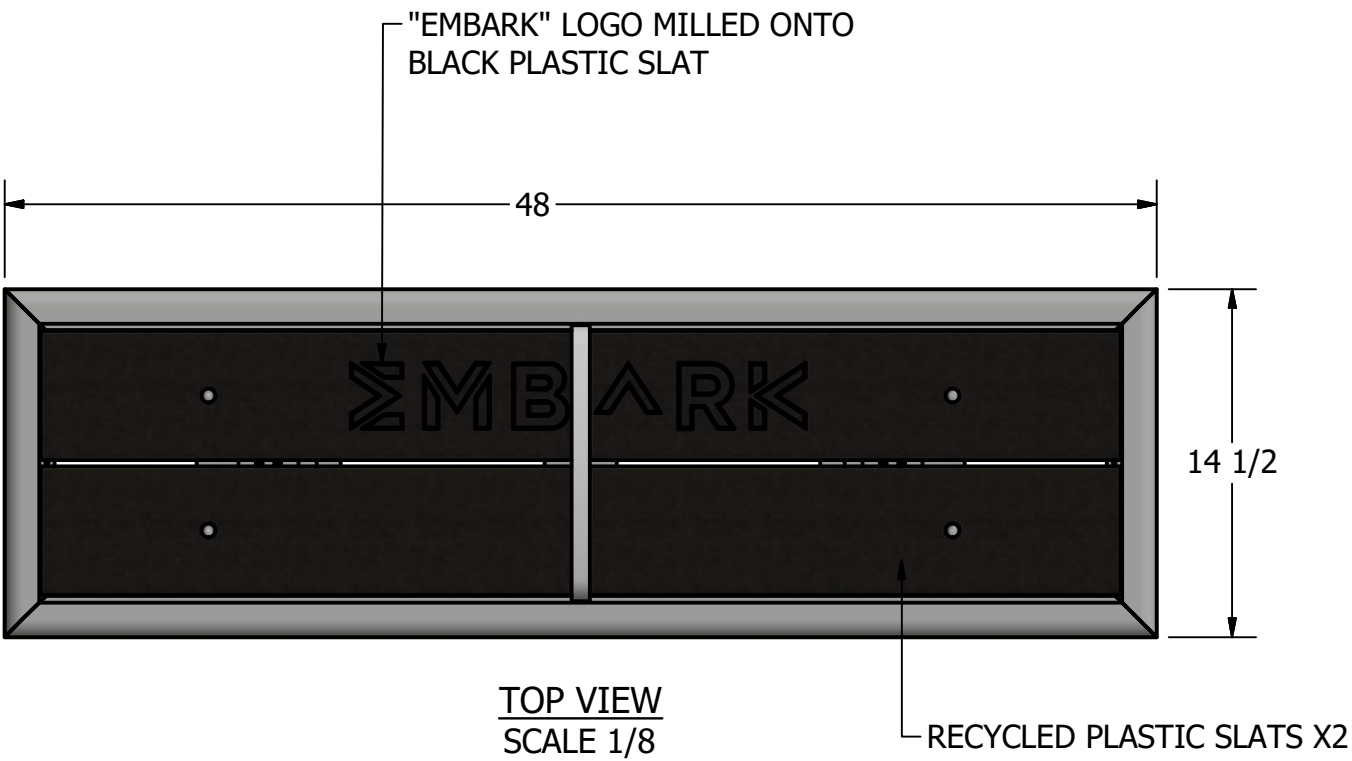
Look for the UL Certification Mark on the product.




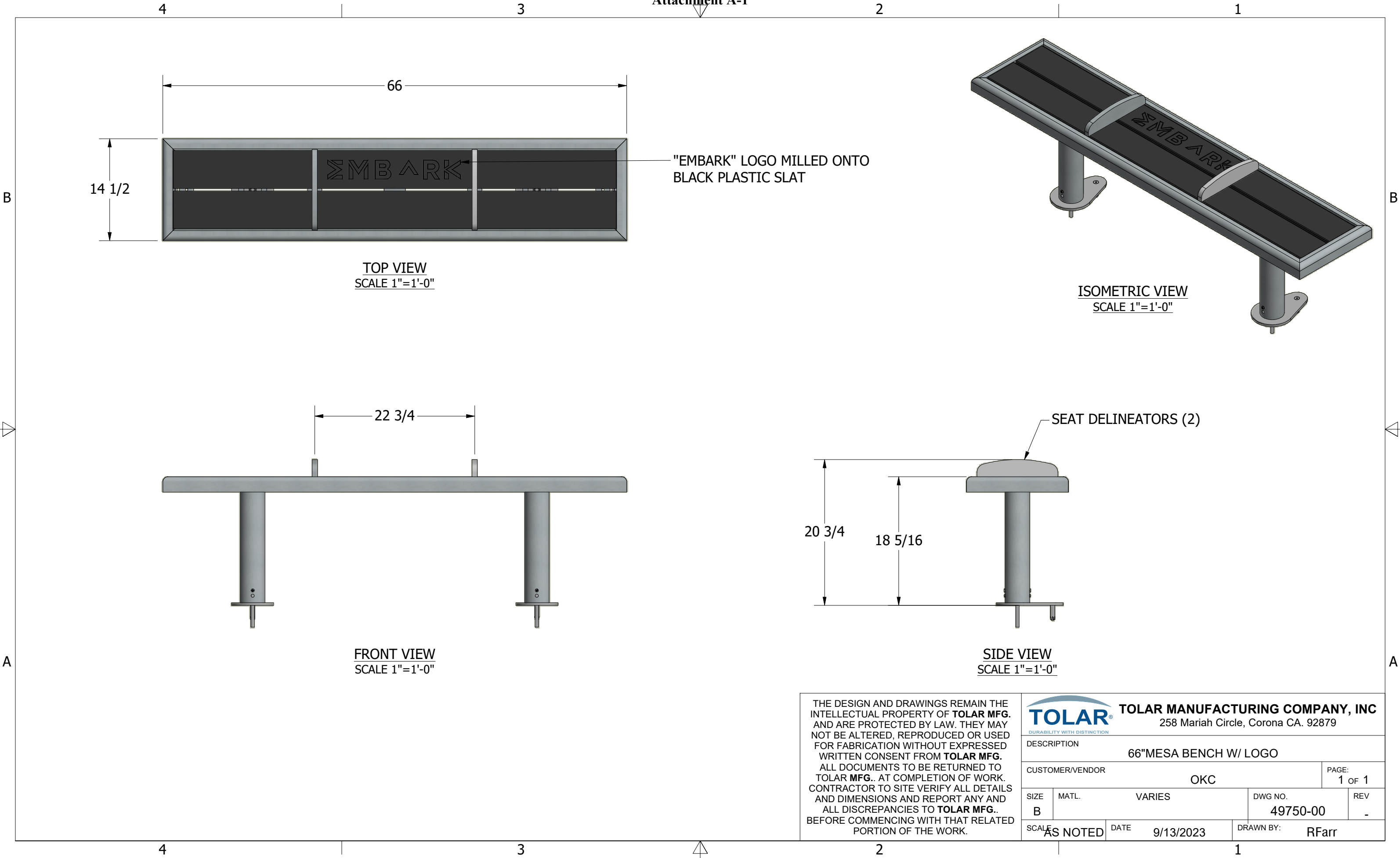
Bruce Mahrenholz, Director North American Certification Program
UL LLC

Any information and documentation involving UL Mark services are provided on behalf of UL LLC (UL) or any authorized licensee of UL. For questions, please
contact a local UL Customer Service Representative at <http://ul.com/aboutul/locations/>






 Tolar Manufacturing Company, Inc 258 Mariah Circle, Corona CA. 92879			
DESCRIPTION 48" EURO BENCH WITH 1 CENTER V-BAR			
CUSTOMER/VENDOR OKLAHOMA CITY, OK			SHEET NO. 1 OF 1
SIZE B	MATL. VARIES	DWG NO. 35021-00	REV. NO. -
STOCK #:	DATE 6/25/2019	DRAWN BY: RFarr	



THE DESIGN AND DRAWINGS REMAIN THE INTELLECTUAL PROPERTY OF **TOLAR MFG.** AND ARE PROTECTED BY LAW. THEY MAY NOT BE ALTERED, REPRODUCED OR USED FOR FABRICATION WITHOUT EXPRESSED WRITTEN CONSENT FROM **TOLAR MFG.** ALL DOCUMENTS TO BE RETURNED TO **TOLAR MFG.** AT COMPLETION OF WORK. CONTRACTOR TO SITE VERIFY ALL DETAILS AND DIMENSIONS AND REPORT ANY AND ALL DISCREPANCIES TO **TOLAR MFG.** BEFORE COMMENCING WITH THAT RELATED PORTION OF THE WORK.



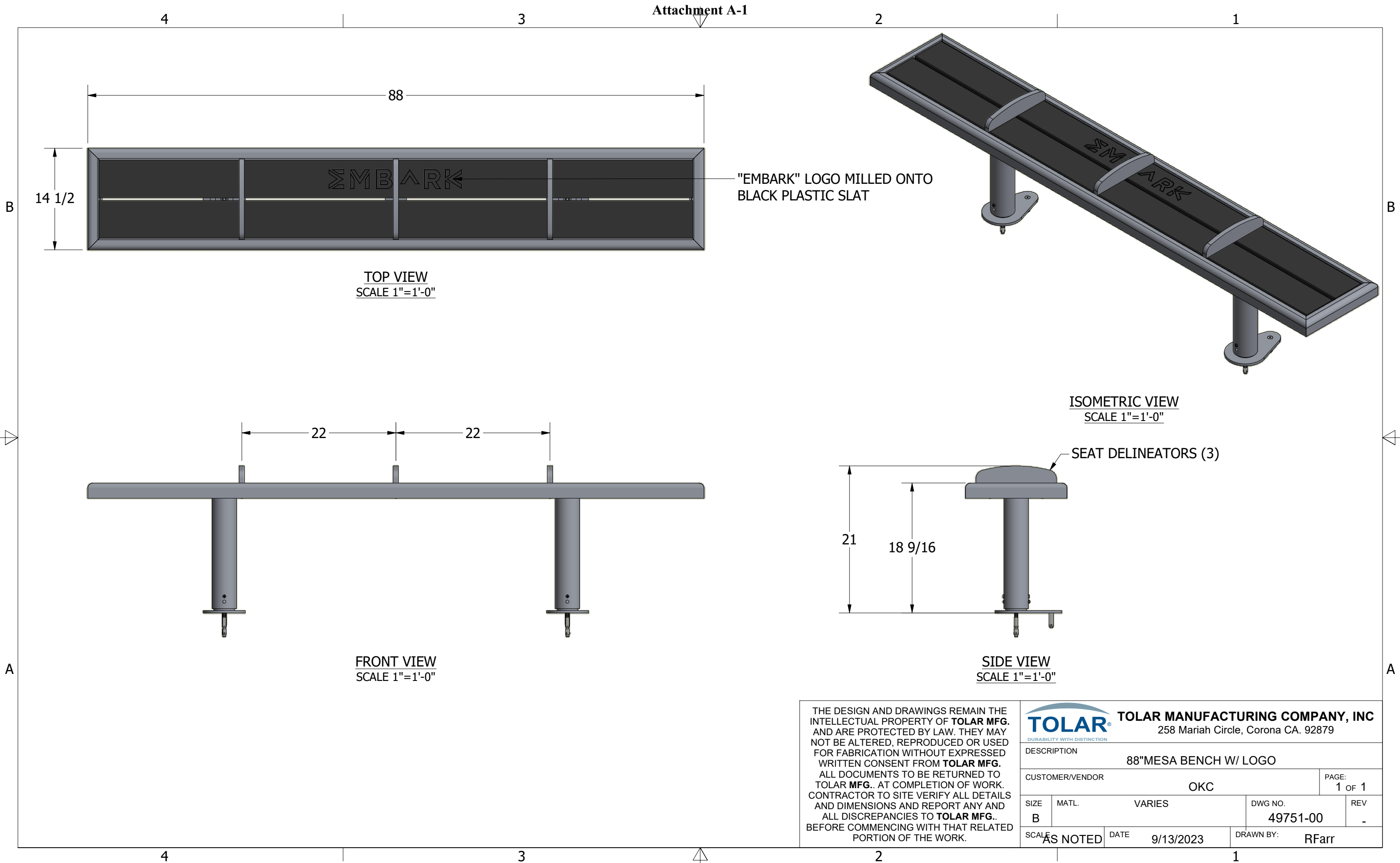
TOLAR®

DURABILITY WITH DISTINCTION

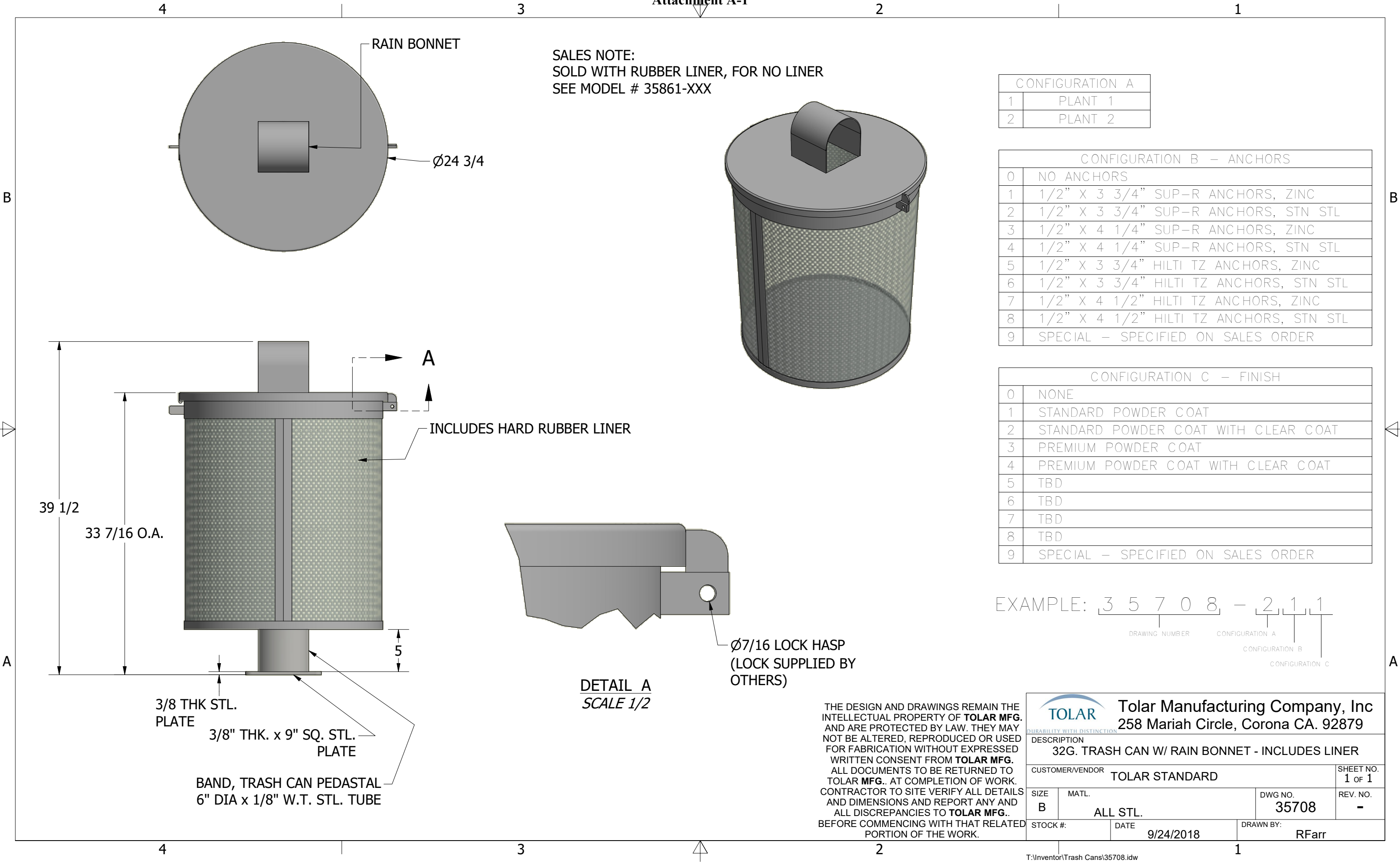
TOLAR MANUFACTURING COMPANY, INC

258 Mariah Circle, Corona CA. 92879

DESCRIPTION				
66" MESA BENCH W/ LOGO				
CUSTOMER/VENDOR			PAGE:	
OKC			1 OF 1	
SIZE	MATL.	VARIES		DWG NO.
B				49750-00
SCALE		DATE		DRAWN BY:
AS NOTED		9/13/2023		RFarr



<p>THE DESIGN AND DRAWINGS REMAIN THE INTELLECTUAL PROPERTY OF TOLAR MFG. AND ARE PROTECTED BY LAW. THEY MAY NOT BE ALTERED, REPRODUCED OR USED FOR FABRICATION WITHOUT EXPRESSED WRITTEN CONSENT FROM TOLAR MFG. ALL DOCUMENTS TO BE RETURNED TO TOLAR MFG. AT COMPLETION OF WORK. CONTRACTOR TO SITE VERIFY ALL DETAILS AND DIMENSIONS AND REPORT ANY AND ALL DISCREPANCIES TO TOLAR MFG. BEFORE COMMENCING WITH THAT RELATED PORTION OF THE WORK.</p>				<p>TOLAR TOLAR MANUFACTURING COMPANY, INC 258 Mariah Circle, Corona CA. 92879</p>			
				DESCRIPTION 88" MESA BENCH W/ LOGO			
				CUSTOMER/VENDOR OKC			PAGE: 1 OF 1
				SIZE B	MATL. VARIES	DWG NO. 49751-00	REV -
SCALE AS NOTED		DATE 9/13/2023		DRAWN BY: RFarr			



SALES NOTE:
SOLD WITH RUBBER LINER, FOR NO LINER
SEE MODEL # 35861-XXX


CONFIGURATION A	
1	PLANT 1
2	PLANT 2

CONFIGURATION B – ANCHORS	
0	NO ANCHORS
1	1/2" X 3 3/4" SUP-R ANCHORS, ZINC
2	1/2" X 3 3/4" SUP-R ANCHORS, STN STL
3	1/2" X 4 1/4" SUP-R ANCHORS, ZINC
4	1/2" X 4 1/4" SUP-R ANCHORS, STN STL
5	1/2" X 3 3/4" HILTI TZ ANCHORS, ZINC
6	1/2" X 3 3/4" HILTI TZ ANCHORS, STN STL
7	1/2" X 4 1/2" HILTI TZ ANCHORS, ZINC
8	1/2" X 4 1/2" HILTI TZ ANCHORS, STN STL
9	SPECIAL – SPECIFIED ON SALES ORDER

CONFIGURATION C – FINISH	
0	NONE
1	STANDARD POWDER COAT
2	STANDARD POWDER COAT WITH CLEAR COAT
3	PREMIUM POWDER COAT
4	PREMIUM POWDER COAT WITH CLEAR COAT
5	TBD
6	TBD
7	TBD
8	TBD
9	SPECIAL – SPECIFIED ON SALES ORDER

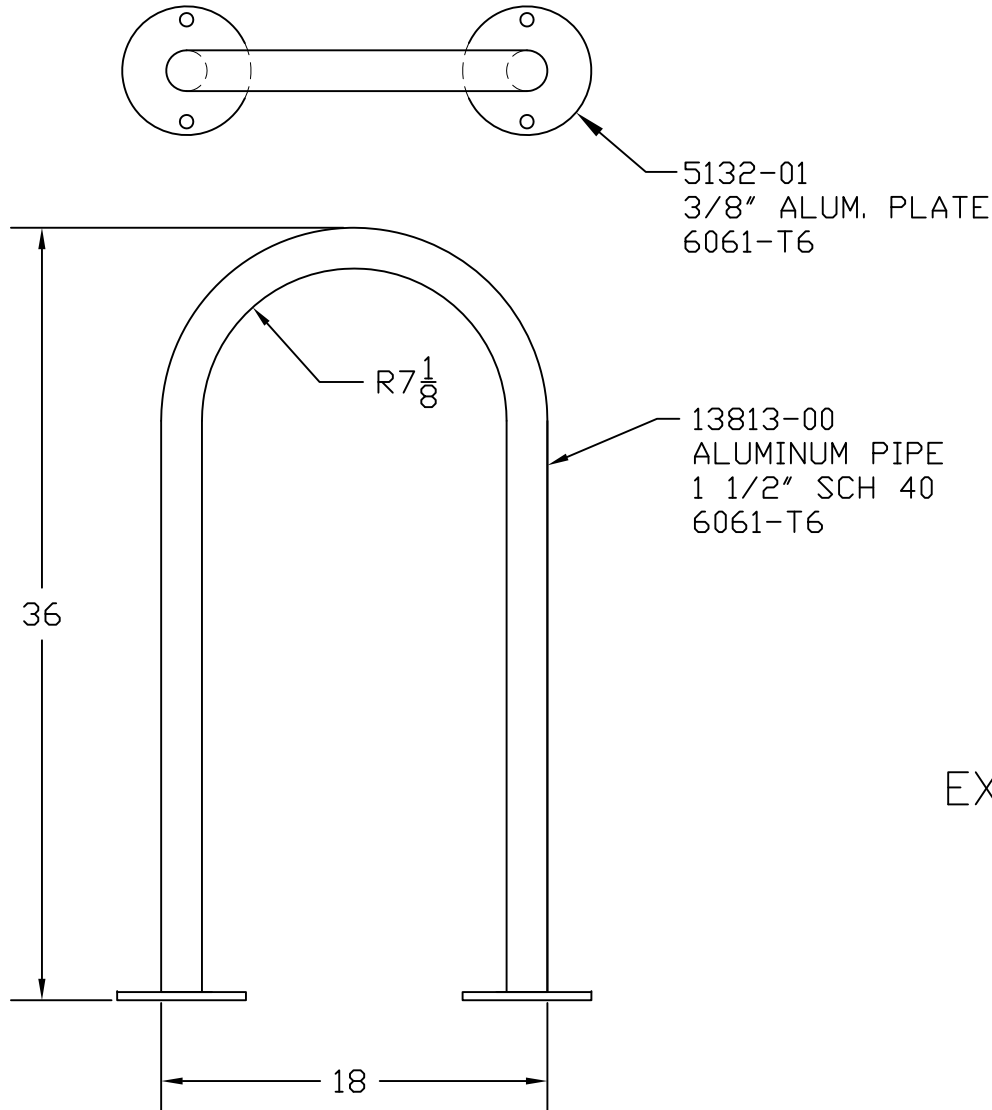
EXAMPLE: 3 5 7 0 8 – 2 1 1
DRAWING NUMBER CONFIGURATION A CONFIGURATION B CONFIGURATION C

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		Tolar Manufacturing Company, Inc 258 Mariah Circle, Corona CA. 92879	
DESCRIPTION 32G. TRASH CAN W/ RAIN BONNET - INCLUDES LINER			
CUSTOMER/VENDOR TOLAR STANDARD			SHEET NO. 1 of 1
SIZE B	MATL. ALL STL.	DWG NO. 35708	REV. NO. -
STOCK #:	DATE 9/24/2018	DRAWN BY: RFarr	

Attachment A-1

THIS DRAWING HAS BEEN GENERATED AND IS MAINTAINED BY A CAD SYSTEM. CHANGES SHALL ONLY BE INCORPORATED AS DIRECTED BY TOLAR MANUFACTURING CO., INC.'S ENGINEERING DEPT.



REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED

CONFIGURATION A	
1	PLANT 1
2	PLANT 2

CONFIGURATION B - ANCHORS	
0	NO ANCHORS
1	1/2" X 3 3/4" SUP-R ANCHORS, ZINC
2	1/2" X 3 3/4" SUP-R ANCHORS, STN STL
3	1/2" X 4 1/4" SUP-R ANCHORS, ZINC
4	1/2" X 4 1/4" SUP-R ANCHORS, STN STL
5	1/2" X 3 3/4" HILTI TZ ANCHORS, ZINC
6	1/2" X 3 3/4" HILTI TZ ANCHORS, STN STL
7	1/2" X 4 1/2" HILTI TZ ANCHORS, ZINC
8	1/2" X 4 1/2" HILTI TZ ANCHORS, STN STL
9	SPECIAL - SPECIFIED ON SALES ORDER

CONFIGURATION C - FINISH	
0	NONE
1	STANDARD POWDER COAT
2	STANDARD POWDER COAT WITH CLEAR COAT
3	PREMIUM POWDER COAT
4	PREMIUM POWDER COAT WITH CLEAR COAT
5	TBD
6	TBD
7	TBD
8	TBD
9	SPECIAL - SPECIFIED ON SALES ORDER

EXAMPLE: 1 4 8 1 4 - 1 2 1

DRAWING NUMBER CONFIGURATION A CONFIGURATION B CONFIGURATION C

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES.		TOLAR		Tolar Manufacturing Company, Inc. 258 Mariah Circle, Corona, CA 92879	
TOLERANCES: HOLES SIZE: ±1/32 X < 6": ±1/32 X > 6": ±1/16 ANGLES: ±1/2°		DESCRIPTION BIKE RACK		CUSTOMER/VENDOR STD.	
REMOVE ALL BURRS AND BREAK SHARP EDGES 1/64" MAX.		THIRD ANGLE PROJECTION		SCALE 1/8	
DATE 06/22/11		DWG NO. 14814		REV -	
DRAWN BY: NR					

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Client#: 1270398

305TOLARMAN

ACORDTM**CERTIFICATE OF LIABILITY INSURANCE**

DATE (MM/DD/YYYY)

10/02/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER McGriff Insurance Services LLC 130 Theory Ste 200 Irvine, CA 92617 714 941-2800	CONTACT NAME:	FAX (A/C, No):
	PHONE (A/C, No, Ext):	
INSURED Tolar Manufacturing Co Inc 258 Mariah Circle Corona, CA 92879-1751	E-MAIL ADDRESS: CertsCA@McGriff.com	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A: Hartford Ins Co of the Midwest	NAIC # 37478
	INSURER B: Hartford Casualty Insurance Company	29424
	INSURER C: Sentinel Insurance Company Ltd	11000
	INSURER D: Hartford Accident & Indemnity Ins Co	22357
INSURER E:		
INSURER F:		

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:			72UUNZN1233	10/01/2023	10/01/2024	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$300,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
D	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/>			72UENCF5141	10/01/2023	10/01/2024	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$10,000			72RHUZN1217	10/01/2023	10/01/2024	EACH OCCURRENCE \$7,000,000 AGGREGATE \$7,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory In NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	72WEAH5BL7	10/01/2023	10/01/2024	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
RE: Contract Agreement. Evidence of insurance only.

CERTIFICATE HOLDER

CANCELLATION

Central Oklahoma Transportation & Parking
dba Embark
 2000 S. May Avenue
 Oklahoma City, OK 73108-0000

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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